

I-405 Bellevue Nickel Improvement Project I-90 to Southeast 8th Street

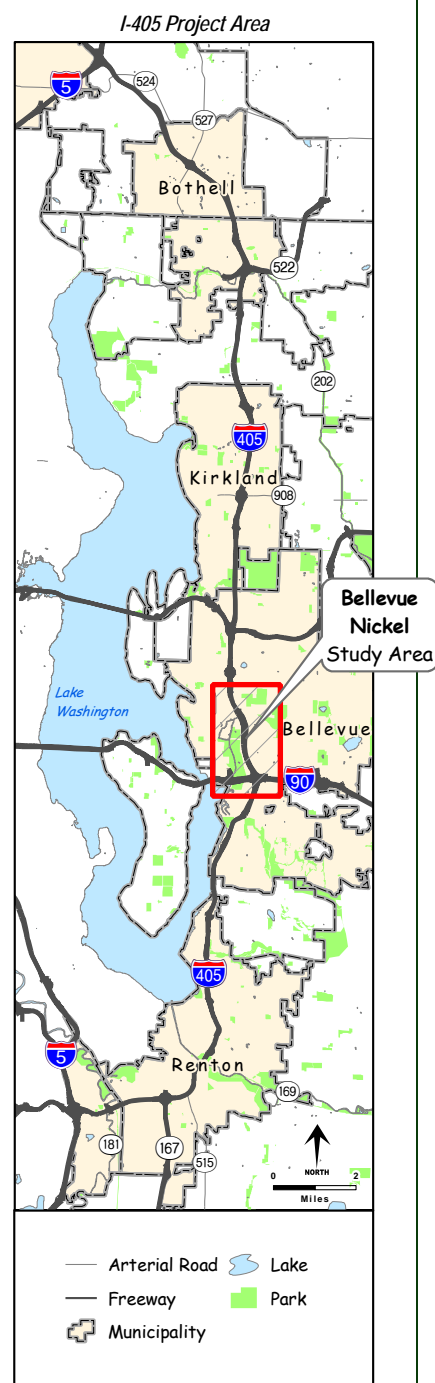


Corridor Program

Congestion Relief & Bus Rapid Transit Projects

ENVIRONMENTAL JUSTICE DISCIPLINE REPORT

January 2006



This document should be cited as:

Washington State Department of Transportation. 2005. I-405 Bellevue Nickel Improvement Project. Environmental Justice Discipline Report. November. Bellevue, WA. Prepared for the Washington State Department of Transportation, Urban Corridors Office, and the Federal Highway Administration, Olympia, WA.



Title VI

WSDOT ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding WSDOT's Title VI Program, you may contact the Department's Title VI Coordinator at 360. 705.7098.

Americans with Disabilities Act (ADA) Information

If you would like copies of this document in an alternative format -- large print, Braille, cassette tape, or on computer disk, please call 360.705.7097. Persons who are deaf or hard of hearing, please call the Washington State Telecommunications Relay Service, or Tele-Braille at 7-1-1, Voice 1.800.833.6384, and ask to be connected to 360.705.7097.

This page is blank for double-sided copying.

Table of Contents

Introduction	1
What alternatives do we analyze in this discipline report?	3
What is the No Build Alternative?	3
What are the principal features of the Build Alternative?	3
Why do we consider environmental justice as we plan this project?	13
How can transportation projects affect populations protected under environmental justice?	13
What are the key points of this report?	13
Existing Conditions	15
How did we collect information on environmental justice for this report?	15
What is the study area for this environmental justice analysis?	16
Does the study area include populations protected under environmental justice?	16
Why is it important to involve tribal governments in the project?	19
Are there gathering places, businesses, or services in or near the study area that are important to environmental justice populations?	24
Public Involvement	27
Why is public involvement important?	27
What public involvement activities have occurred since the I-405 Corridor EIS?	28
What public involvement activities are ongoing?	31
Potential Effects	33
What methods did we use to evaluate potential effects on environmental justice populations?	33
How will the No Build Alternative affect minority and low-income populations?	34
How will the Build Alternative affect minority and low-income populations?	34
How will the project benefit minority and low-income populations?	38
How will project construction affect minority and low-income populations?	39
Does the project have effects that could be delayed or distant from the project?	39
Did we consider potential cumulative effects for the Build and No Build Alternatives?	39
Measures to Avoid or Minimize Project Effects	41
What will we do to avoid or minimize long-term negative effects on minority and low-income populations?	41
What will we do to avoid and/or minimize construction effects?	41
How will we mitigate unavoidable adverse effects?	42

Environmental Justice Determination..... 43
Will this project have disproportionately high and adverse effects on minority or low-income
populations?43

References..... 45

Exhibits

Exhibit 1. Project Vicinity Map 2

Exhibit 2. Proposed Bellevue Nickel Project Improvements (Sheet 1 of 3) 5

Exhibit 3. Proposed Bellevue Nickel Project Improvements (Sheet 2 of 3) 6

Exhibit 4. Proposed Bellevue Nickel Project Improvements (Sheet 3 of 3) 7

Exhibit 5. Proposed Wetland Mitigation Area 11

Exhibit 6. Conceptual Stream Mitigation Plan 12

Exhibit 7. Demographic Information for the Western Side of the Study Area 17

Exhibit 8. Demographic Information for the Eastern Side of the Study Area 18

Exhibit 9. Service Provider Interview Findings 20

Exhibit 10. Noise Effects Locations 37

Exhibit 11. Demographic Characteristics of Noise Effects Receptors..... 38

Appendices

Appendix A. Avoidance and Minimization Measures

Appendix B. Service Provider Interviews and Sample Questionnaire

Appendix C. Public Schools in the Study Area

Glossary

adverse effects	<p>The totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects that may include but are not limited to:</p> <ul style="list-style-type: none"> ▪ bodily impairment, infirmity, illness or death ▪ air, noise, and water pollution and soil contamination ▪ destruction or disruption of human-made natural resources ▪ destruction or diminution of aesthetic values ▪ destruction or disruption of community cohesion or a community's economic vitality ▪ destruction or disruption of the availability of public and private facilities and services ▪ vibration ▪ adverse employment effects ▪ displacement of persons, businesses, farms, or nonprofit organizations ▪ increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community ▪ denial, of, reduction in, or significant delay in the receipt of benefits of DOT programs, policies, or activities
acquisition	The purchasing of property or businesses for use as right of way or for other purposes necessary for completion of the project.
best management practice (BMP)	BMPs are generally accepted techniques that, when used alone or in combination, prevent or reduce adverse effects of a project. Examples include erosion control measures and construction management to minimize traffic disruption. Please see Appendix A for a complete list of BMPs.
block group	A block group is a subdivision of a census tract. It is the smallest geographic unit for which the Census Bureau provides sample data.
census tract	Census tracts are small, fairly permanent subdivisions of a county. Their delineations are determined by a local committee of users of census data in order to present such data. They are designed to contain somewhat homogeneous population and economic characteristics as well as living conditions. Census tracts average 4,000 inhabitants.
community/neighborhood cohesion	Refers to the ability of people to communicate and interact with each other in ways that lead to a sense of community as reflected in the neighborhood's ability to function and be recognized as a singular unit.
Context Sensitive Solutions	A model for transportation project development that has recently received much discussion and broad acceptance. Its essence is that a proposed transportation project must be planned not only for its physical aspects as a road serving specific transportation objectives, but also for its effects on the aesthetic, social, economic, and environmental values, needs, constraints, and opportunities in a larger community setting.
disproportionately high and adverse effect	<p>An adverse effect that:</p> <ul style="list-style-type: none"> (a) is predominately borne by a minority population and/or a low-income population, or (b) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population

Glossary

environmental justice	Executive Order 12898 provides that each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations.
gathering places	Locations where people spend time together, such as parks, community centers, places of worship, pubs, and stores.
Geographic Information System (GIS)	A digital computer mapping system that can overlay data such as land use and provides a spatial analysis.
indirect effects	Effects that could be delayed or distant from the project.
low-income	A person whose median household income is at or below the Department of Health and Human Services poverty guidelines.
minority	Individuals listed in the 2000 Census as Black (a person having origins in any of the black racial groups of Africa); Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race); Asian American (a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands); American Indian/Alaskan Native (a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition); or some other race.
noise abatement criteria (NAC)	The FHWA noise abatement criteria specify exterior and interior noise levels for various land activity categories such as residential and commercial. WSDOT considers a noise effect to occur if predicted equivalent hourly noise levels ($L_{eq}(h)$) approach within 1 A-weighted decibel (dBA) of the noise abatement criteria, which is 67 dBA for residential uses. Thus if a noise level is 66 dBA or higher, it will approach or exceed the FHWA noise abatement criterion of 67 dBA for residential uses.
poverty	Following the Office of Management and Budget's Directive 14, the Census Bureau uses a set of money income thresholds that vary by family size and composition to detect who is poor. If the total income for a family or unrelated individual falls below the relevant poverty threshold, then the family or unrelated individual is classified as being "below the poverty level".
Section 8 housing assistance	Section 8, or the Housing Choice Voucher Program, is a federal housing program that provides housing assistance to low-income renters and homeowners. This assistance comes in the form of rental subsidies, limiting the monthly rent payment of the assistance recipient. Section 8 is a federal program administered nationally by the Department of Housing and Urban Development (HUD). The program is administered locally by public housing authorities or other designated agencies and organizations.
throughput	The number of vehicles being carried on a facility. This is usually measured at a specific point on the roadway facility for a predetermined period.
windshield survey	Observing a study area by touring the area in a car.

Acronyms and Abbreviations

ADA	Americans with Disabilities Act
BMPs	best management practices
BNSF	Burlington Northern Santa Fe Railroad
dBA	A-weighted decibel
DEIS	draft environmental impact statement
DOT	U.S. Department of Transportation
EA	environmental assessment
EIS	environmental impact statement
ESL	English as a second language
FEIS	final environmental impact statement
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	geographic information system
HOV	high-occupancy vehicle
HUD	U.S. Department of Housing and Urban Development
I-405	Interstate 405
I-90	Interstate 90
L _{eq}	equivalent noise level
MAP	multi-agency permitting
NEPA	National Environmental Policy Act
PSCAA	Puget Sound Clean Air Agency
ROD	record of decision
SB	southbound
TEA	Transportation Equity Act
WSDOT	Washington State Department of Transportation

Introduction

In 1998, the Washington State Department of Transportation (WSDOT) joined with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), Central Puget Sound Regional Transit Authority (Sound Transit), King County, and local governments in an effort to reduce traffic congestion and improve mobility in the Interstate 405 (I-405) corridor. In fall 2002, the combined efforts of these entities culminated in the *I-405 Corridor Program Final Environmental Impact Statement (EIS)* and *FHWA Record of Decision (ROD)*.

The ROD selected a project alternative that would widen I-405 by as many as two lanes in each direction throughout its 30-mile length. The ultimate configuration of the selected alternative includes buffers separating general-purpose lanes from parallel high-occupancy vehicle (HOV) lanes (potentially used by future high-capacity transit). The design also allows for expanded “managed lane” operations along I-405 that could include use of HOV lanes by other user groups, such as trucks.

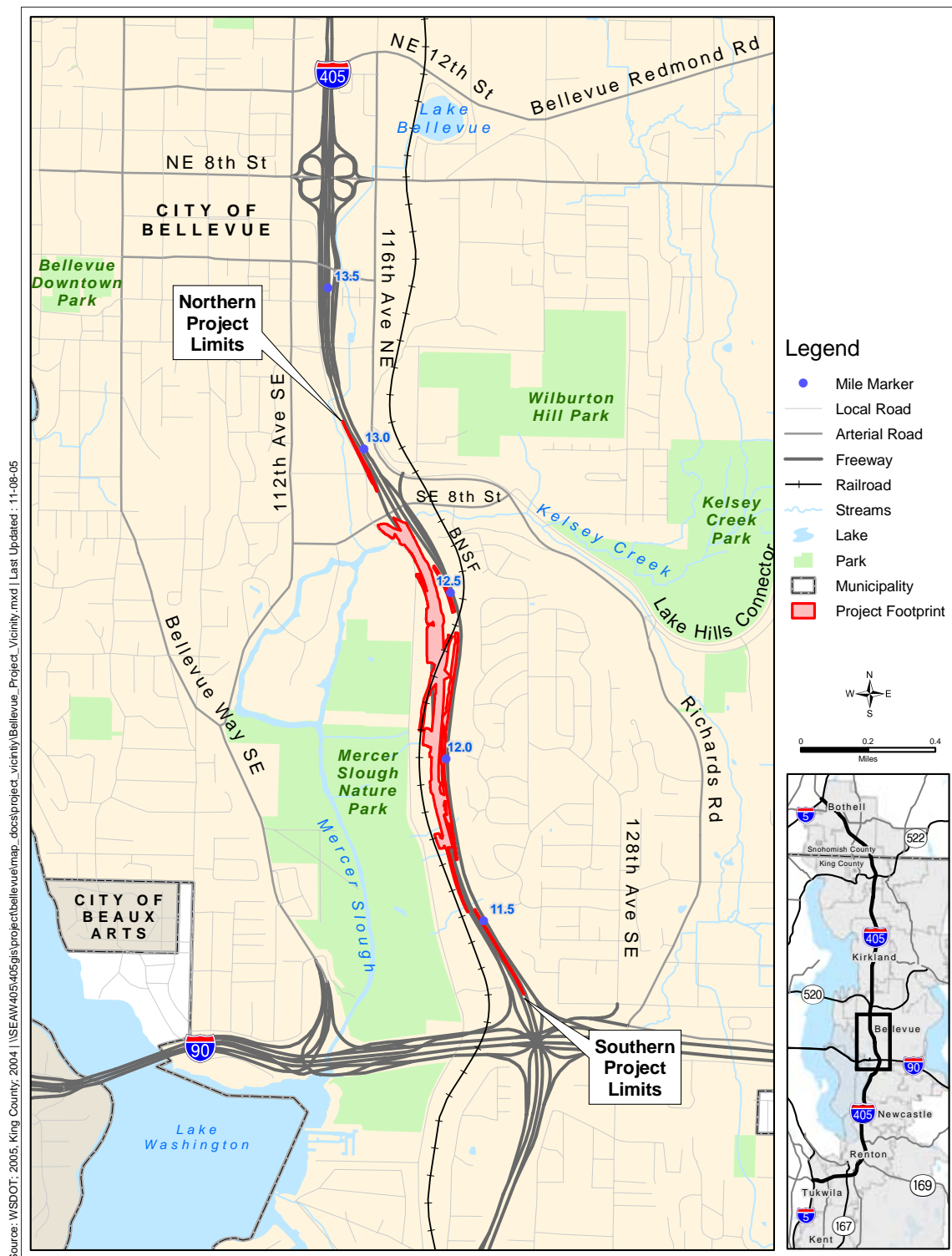
In 2003, the Washington State legislature approved a statewide transportation-funding plan called the “nickel package.” The nickel package provided funding for congestion relief projects in three critical traffic hotspots along the I-405 Corridor: Renton, Bellevue, and Kirkland. The Bellevue Nickel Improvement Project is one of several projects now moving forward as part of a phased implementation of the I-405 Corridor Program. Exhibit 1 shows the location of the Bellevue Nickel Improvement Project.

In 2003, the Washington State legislature approved a statewide transportation-funding plan called the “nickel package.” The nickel package provides funding for congestion relief projects in three critical traffic hotspots along the I-405 Corridor, including Bellevue.



Traffic moving along I-405

Exhibit 1. Project Vicinity Map



In keeping with the direction established in the Final EIS and ROD, we are preparing a National Environmental Policy Act (NEPA) Environmental Assessment (EA) that focuses on project-level effects of constructing and operating the Bellevue Nickel Improvement Project.

We will base the EA on the analysis in the *I-405 Corridor Program Final EIS*, and will describe any new or additional project changes, information, effects, or mitigation measures not identified and analyzed in the corridor-level Final EIS (FEIS). The project-level EA for the Bellevue Nickel Improvement Project will not reexamine the corridor-level alternatives, impacts, and mitigation measures presented in the corridor-level FEIS, or the decisions described in the ROD.

The Environmental Assessment will describe new project changes, information, effects, or mitigation measures, but the assessment will not revisit the alternatives, impacts, and mitigation measures evaluated in the corridor-level EIS or the decisions documented in the *Record of Decision*.

What alternatives do we analyze in this discipline report?

This discipline report is one of 19 environmental elements WSDOT will study to analyze the effects of the Bellevue Nickel Improvement Project. All of the discipline reports will analyze one build alternative and one “no build” or “no action” alternative. This approach is consistent with FHWA’s guidelines for preparing a NEPA EA.

What is the No Build Alternative?

NEPA requires us to include and evaluate the No Build Alternative in this discipline report. We use this approach to establish an existing and future baseline for comparing the effects associated with the Build Alternative. We assume the No Build Alternative will maintain the status quo: only routine activities such as road maintenance, repair, and safety improvements would occur within the corridor between now and 2030. The No Build Alternative does not include improvements that would increase roadway capacity or reduce congestion on I-405. We describe these improvements further in the Bellevue Nickel Improvement Project Traffic and Transportation Discipline Report.

We assume the No Build Alternative will maintain the status quo: only routine activities such as road maintenance, repair, and safety improvements would occur within the corridor between now and 2030.

What are the principal features of the Build Alternative?

The Bellevue Nickel Improvement Project will add one new general-purpose lane in each direction along a 2-mile section of I-405 between I-90 and SE 8th Street. We will generally use the

inside or “median” side of I-405 for construction. After we re-stripe the highway, the new lanes will occupy the outside of the existing roadway. The project also includes new stormwater management facilities and better drainage structures and systems.

Other project activities include developing off-site wetland mitigation as well as on-site stream mitigation areas to compensate for the loss of these resources within the project area. We expect project construction to begin in spring 2007 and the improved roadway to be open to traffic by fall 2009.

Improvements to Southbound I-405

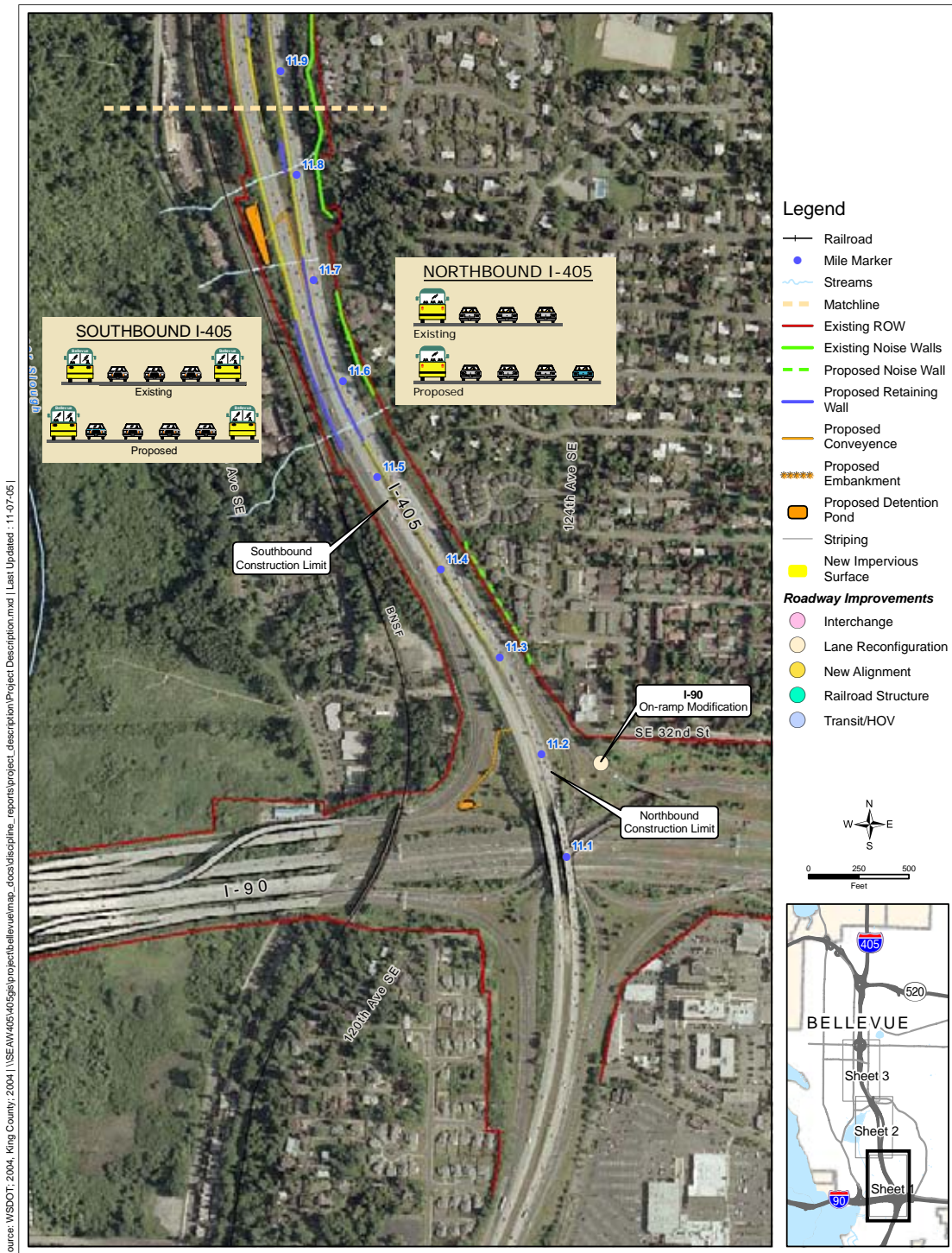
We will add one lane in the southbound direction of I-405 from approximately SE 8th Street to I-90.

In the southbound (SB) direction, we plan to add one new travel lane from approximately Southeast (SE) 8th Street to I-90 (Exhibits 2, 3, and 4). In addition, the existing outside HOV lane at I-90 will be extended north so that it begins at the on-ramp from SE 8th Street. In order to add these lanes and maintain traffic flow during construction, we will shift approximately 3,000 feet of the SB roadway as much as 200 feet east into the existing median. The relocated SB roadway will connect to the existing SB travel lanes just north of the I-90 interchange, and south of the existing bridge over SE 8th Street.

We will build a new tunnel underneath the Burlington Northern Santa Fe (BNSF) railroad, just east of the existing Wilburton Tunnel, to accommodate the relocated and widened SB roadway. The existing tunnel does not have the capacity to accommodate additional lanes of SB traffic.

The existing SB travel lanes and the Wilburton Tunnel will remain open to traffic during construction of the new tunnel and the relocated/widened SB lanes. We will also build the new tunnel wide enough to accommodate additional lanes. The existing tunnel will remain after we complete the improvements.

Exhibit 2. Proposed Bellevue Nickel Project Improvements (Sheet 1 of 3)



Source: WSDOT, 2004; King County, 2004 | \\SEAN405\405gis\project\bellevue\map_docs\discipline_reports\project_description\Project Description.mxd | Last Updated: 11-07-05 |

Exhibit 3. Proposed Bellevue Nickel Project Improvements (Sheet 2 of 3)

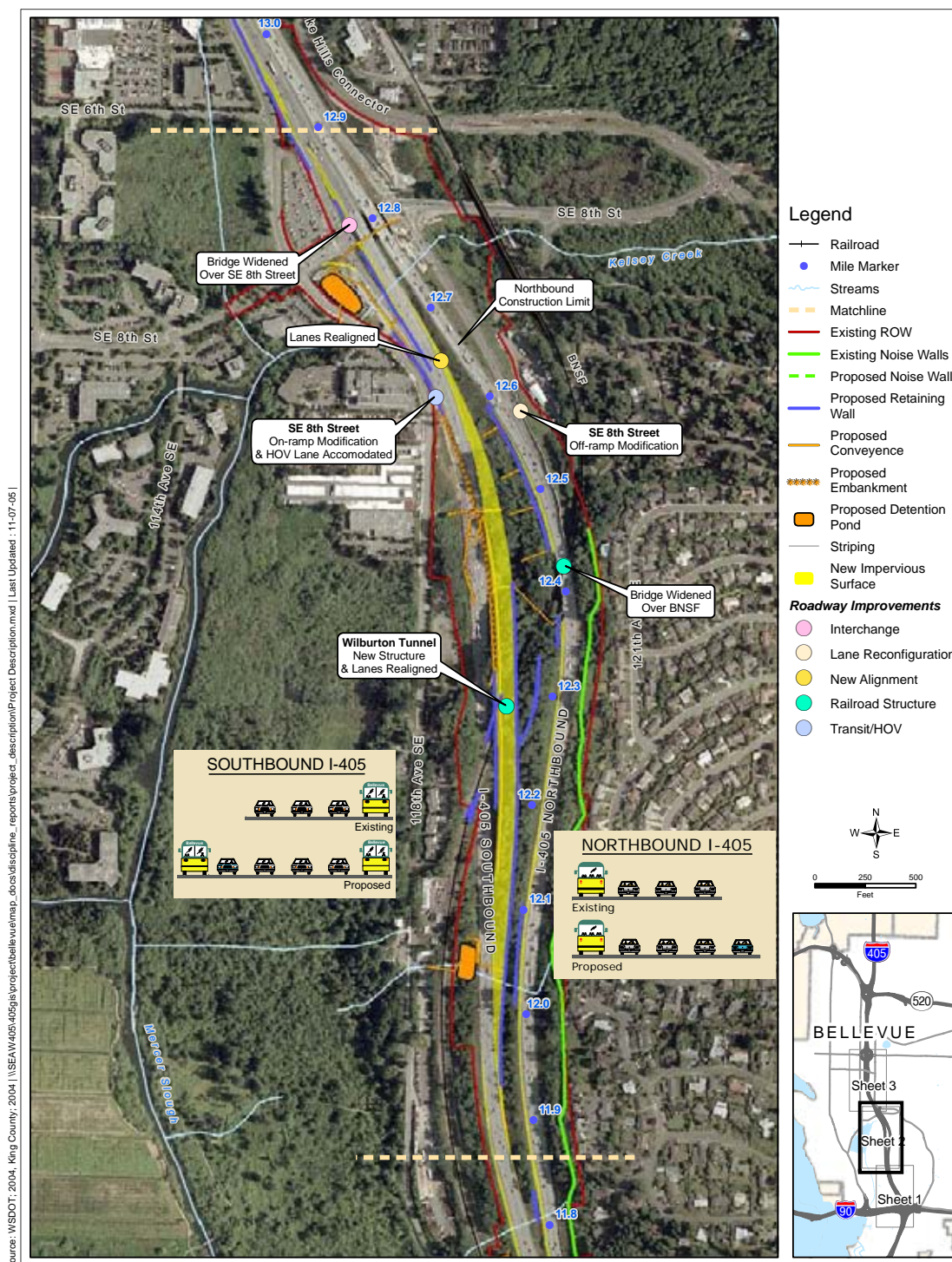
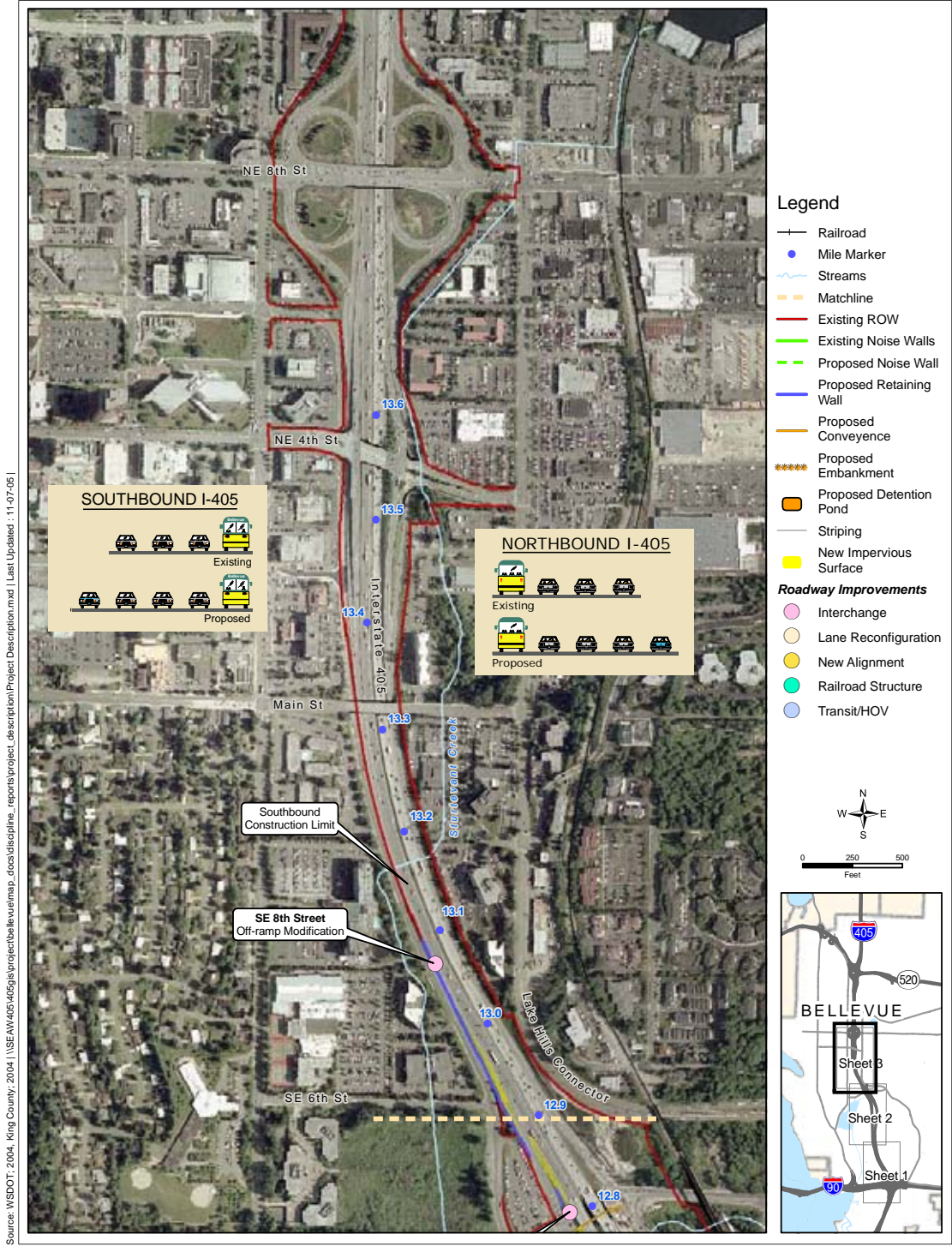


Exhibit 4. Proposed Bellevue Nickel Project Improvements (Sheet 3 of 3)



We will also include the following improvements in the Build Alternative:

- Modify the existing off-ramp at SE 8th Street to make room for an additional southbound lane on I-405. The off-ramp will then become a single-lane, optional off-ramp (i.e., the off-ramp will no longer be an “exit only” off-ramp).
- Build a retaining wall between the SB travel lanes and the off-ramp at SE 8th Street.
- Widen the existing bridge over SE 8th Street to the west to accommodate the new SB lane.
- Modify the existing on-ramp at SE 8th Street to tie into the relocated SB general-purpose travel lanes.
- Reconfigure the on-ramp at SE 8th Street to accommodate the extended outside HOV lane.
- Temporarily shift the existing BNSF railroad track from its current alignment to allow for continuous railroad operation during construction of the new tunnel.
- Construct retaining walls along the eastern edge of the relocated SB travel lanes.

Improvements to Northbound I-405

In the northbound (NB) direction, we plan to add one new travel lane from approximately I-90 to SE 8th Street (Exhibits 2, 3, and 4). We will add one new lane to the NB ramp from I-90. We will shift the NB lanes to allow all of the proposed widening to occur on the inside, or median side of the existing roadway.

Additional improvements include:

- Re-stripe the westbound/eastbound I-90 on-ramp to NB I-405 resulting in one lane becoming two lanes in the NB direction.
- Widen, shift, and re-stripe NB I-405 travel lanes north of I-90 to allow the westbound I-90 to NB I-405 on-ramp and the eastbound I-90 to NB I-405 on-ramp to enter I-405 without having to merge into a single lane.
- Construct several retaining walls needed for road widening in locations that allow for existing and future widening of I-405.

We will add one lane in the northbound direction of I-405 from approximately I-90 to SE 8th Street. All widening of the northbound mainline will occur on the inside (median side) of the existing roadway.

- Construct a noise barrier approximately 725 feet long and 16 feet high (See Exhibit 2).
- Widen the existing bridge over the BNSF Railroad to the west to accommodate the new NB lane.
- Modify the NB off-ramp to SE 8th Street to make it a single-lane “exit-only” off-ramp.
- Transition the NB travel lanes back into the existing lane configuration before crossing over SE 8th Street.

Improvements to the Stormwater Management System

Managing stormwater for the I-405 Bellevue Nickel Improvement Project involves the collection and treatment of rainfall runoff from the new project pavement consistent with the guidelines in the WSDOT Highway Runoff Manual.

Currently, we treat less than 5 percent of the existing runoff from paved surfaces in the project area before discharging it. We will improve this condition by treating 17 percent more area than the new paved surface area we create. By treating a greater area, we improve flow control and remove pollutants from a portion of the existing roadway as well as from newly constructed areas.

Reconfiguration and new construction associated with the SB lanes will mean that we need to replace much of the existing drainage system. We will continue to use open roadside ditches along the shoulders of the roadway shoulders where possible. We will use standard WSDOT catch basins and manhole structures to move the roadway runoff to a system of stormwater drain pipes. These features will transport runoff to treatment and flow-control facilities within the existing ROW.

We will construct three new stormwater ponds (detention ponds combined with stormwater treatment wetlands) as part of the project and enlarge the existing pond at SE 8th Street. Two of the new ponds will be located south of the Wilburton Tunnel between the SB lanes and the BNSF railroad ROW. We will construct the third new pond in the northwest quadrant of the I-90/I-405 interchange. The project will discharge treated stormwater following existing flow patterns to Mercer Slough or to the wetlands that surround it.

Avoidance and Minimization Measures

WSDOT will use Best Management Practices (BMPs), WSDOT Standard Specifications, and design elements to avoid or minimize potential effects to the environment for the Bellevue

Best Management Practices (BMPs)

BMPs are generally accepted techniques that, when used alone or in combination, prevent or reduce adverse effects of a project. Examples include erosion control measures and construction management to minimize traffic disruption. Please see Appendix A for a complete list of BMPs.

WSDOT Standard Specifications

Guidelines and procedures established by WSDOT for roadway design and construction in a variety of design, engineering, and environmental manuals.

Nickel Improvement Project. Collectively, these measures to avoid or minimize potential effects to the environment are known as “avoidance measures.” We describe these measures in more detail in an Appendix A. If the project has additional effects not addressed in the avoidance measures, we will address these measures through mitigation.

Wetland and Stream Mitigation Sites

We will compensate for adverse effects to wetlands and their buffers by creating just over an acre of wetland within the boundaries of Kelsey Creek Park (Exhibit 5). The site is located north of the intersection of Richards Road and the Lake Hills Connector.

Our general concept will be to create an area that will transition from forested land beside the Lake Hills Connector to wetlands within Kelsey Creek Park. We will reshape the surface area to create favorable conditions for the necessary wetland aquatic characteristics, and we will replant and enhance habitat in the area by constructing habitats and replanting adjacent roadside areas with forest-type vegetation.

Similarly, we will compensate for unavoidable effects to “Median Stream,” the unnamed stream within the I-405 median. We have developed a conceptual stream mitigation plan that includes on-site habitat restoration and creation. The conceptual stream mitigation plan includes the following specific elements (See Exhibit 6):

- Connect the new Median Stream culvert under I-90 to the existing channel and wetland located west of SB I-405.
- Create approximately 500 linear feet of stream channel along the western slope of SB I-405.
- Buffer the created stream channel with approximately 16,000 square feet of native streamside vegetation.
- Enhance approximately 300 linear feet of riparian habitat west of SB I-405 by removing selected non-native invasive plant species and replacing with native streamside vegetation.

We provide more detailed information about mitigation efforts planned in conjunction with the Bellevue Nickel Improvement in the Surface Water, Water Quality, and Floodplains and Wetlands Discipline Reports.

Exhibit 5. Proposed Wetland Mitigation Area

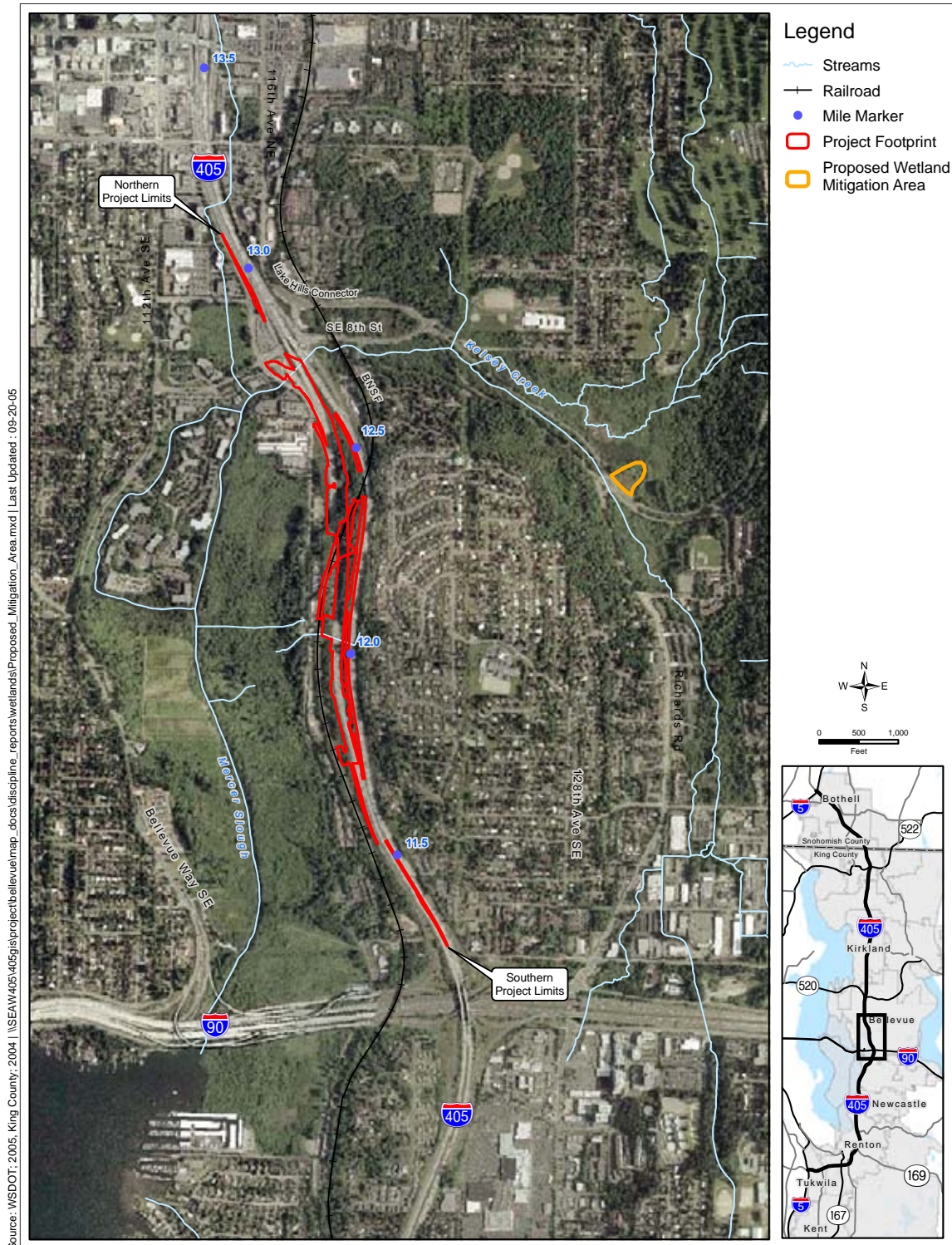
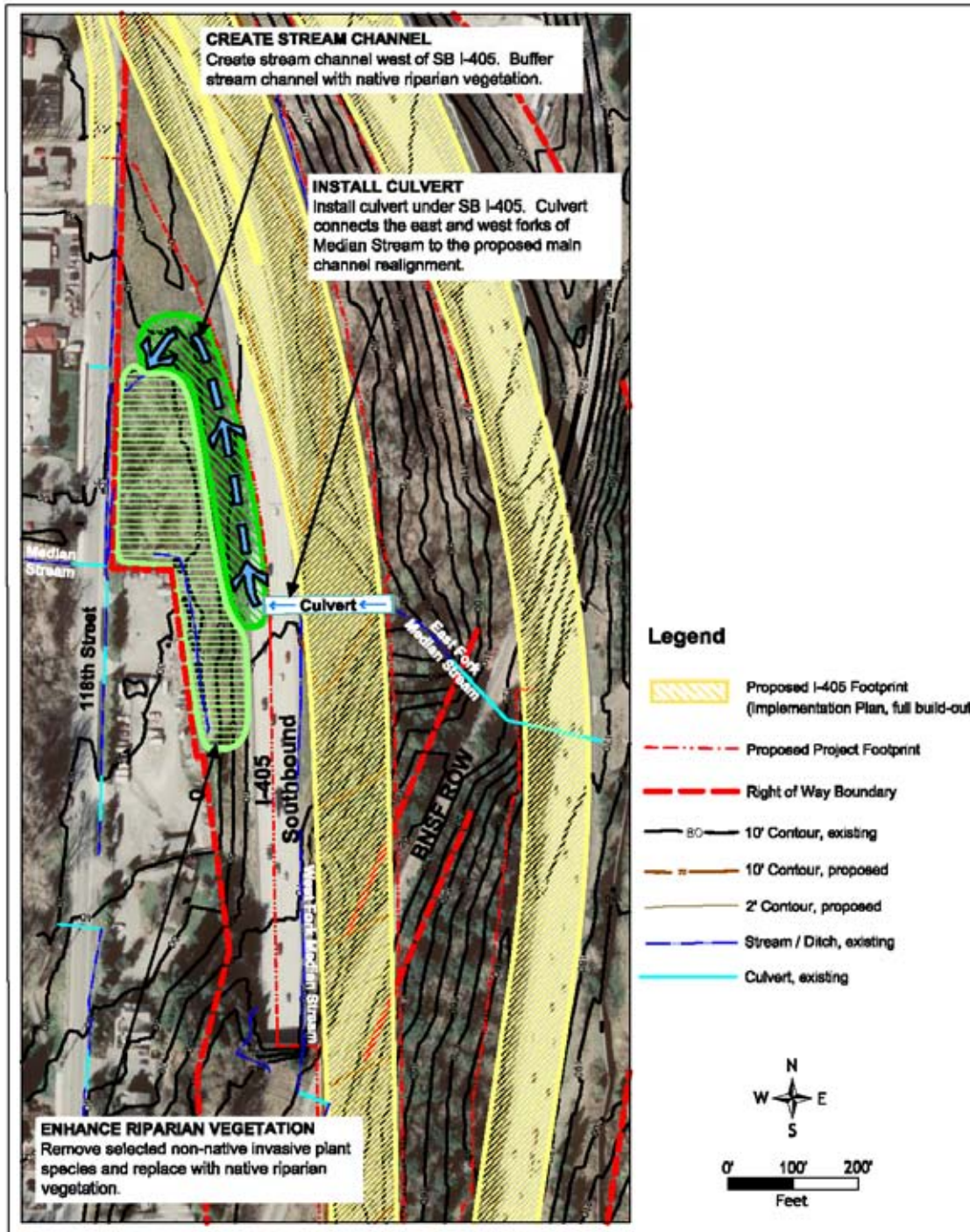


Exhibit 6. Conceptual Stream Mitigation Plan



Why do we consider environmental justice as we plan this project?

In 1994, the President of the United States signed Executive Order 12898 requiring federal agencies to identify and avoid “disproportionately high and adverse” effects (defined in glossary) on minority and/or low-income populations for federal programs that affect human health or the environment. Incorporating environmental justice principles throughout the transportation planning and decision-making processes supports the principles of the National Environmental Policy Act (NEPA). The principles of environmental justice are reflected in Title VI of the Civil Rights Act, the Uniform Act of Relocation, the Transportation Equity Act of the 21st Century (TEA-21) and other U.S. Department of Transportation (DOT) statutes, relocation regulations, and guidance that affect social, economic, environmental, public health, and public involvement (WSDOT 2004).

What does environmental justice mean?

Executive Order 12898 provides that each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations.

How can transportation projects affect populations protected under environmental justice?

Transportation projects can improve mobility, enhancing access to jobs, services, schools, social opportunities, and recreational facilities. Improvements to transit especially benefit minority and low-income populations, because they are more likely to use transit than other groups. Analysts of the National Household Travel Survey found that minority and low-income households account for 63 percent of the nation’s transit riders (Pucher and Renne 2003).

On the other hand, if we do not avoid and/or minimize adverse effects, transportation projects can negatively affect neighborhood cohesion, degrade air quality, increase noise, and reduce the overall quality of life. Transportation projects can also disrupt transit service, which many minority and low-income populations depend upon daily.

What are the key points of this report?

Minority and low-income populations are located throughout the Bellevue Nickel Improvement Project study area. Within the study area, minority populations range from 12 to 47 percent and



Bellevue Transit Center

How do we determine disproportionately high and adverse effects?

An adverse effect that:

(a) is predominately borne by a minority population and/or a low-income population,

or

(b) will be suffered by the minority population and/or low-income population and is considerably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population

low-income populations range from 0 to 15 percent. The Asian minority has the highest representation in the study area.

We have involved minority and low-income populations in the project decision-making process in several ways. For example, the project team translated project information into several languages and interviewed organizations that provide services to minority and low-income populations.

Minority and low-income populations would experience some benefits from the project, primarily due to improvements to HOV lanes.

Based on the benefits and effects discussed in this report, we have determined that the project would not have disproportionately high and adverse effects on minority and/or low-income populations.

Existing Conditions

How did we collect information on environmental justice for this report?

We collected information from a variety of sources. The U.S. Census Bureau website provided 2000 Census statistics on race, ethnicity, and poverty status. The National Center for Education Statistics website provided demographic information on schools in the study area for the 2002–2003 school year.

We developed the public involvement plan to ensure inclusiveness of minority and low-income populations, including populations with limited ability to understand English. Consistent with the public involvement plan, we met with organizations that provide services to minority and low-income populations (service providers). In these meetings, we shared information about the project, learned about the organization's clients, and discussed the organization's view of the project's potential effects. See Appendix B for more information on the service provider interviews.

The I-405 public involvement team set up a booth at the Bellevue Community College Multicultural Fair to share information and gather comments on the Bellevue Nickel Improvement Project.

The Social Elements, Public Services and Utilities, and Cultural Resources discipline reports prepared for this project provided information on social conditions, Tribes, and schools in the area.



Bellevue Community College
Multicultural Fair

What is a Census Tract?

Census Tract: Census tracts are small, fairly permanent subdivisions of a county. Their delineations are determined by a local committee of users of census data in order to present such data. They are designed to contain somewhat homogeneous population and economic characteristics as well as living conditions. Census tracts average 4,000 inhabitants.

What is a Block Group?

A block group is a subdivision of a census tract. It is the smallest geographic unit for which the Census Bureau provides sample data.

How do we define minority?

Individuals listed in the 2000 Census as Black (a person having origins in any of the black racial groups of Africa); Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race); Asian American (a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands); American Indian/Alaskan Native (a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition); or some other race.

What is the study area for this environmental justice analysis?

We set the study area limits to include the area where the project could affect community resources. The study area boundary varies depending on the boundaries of the neighborhoods and census areas, but is at a minimum 0.5 mile from the project boundary. The study area consists of the following block groups:

- Census Tract 234.01 Block Group 2
- Census Tract 235 Block Group 1
- Census Tract 235 Block Group 2
- Census Tract 235 Block Group 3
- Census Tract 236.01 Block Group 3
- Census Tract 236.01 Block Group 4
- Census Tract 238.01 Block Group 1
- Census Tract 238.01 Block Group 2
- Census Tract 238.01 Block Group 3
- Census Tract 238.02 Block Group 1
- Census Tract 239 Block Group 7
- Census Tract 239 Block Group 6
- Census Tract 247.01 Block Group 1
- Census Tract 248 Block Group 2
- Census Tract 248 Block Group 4
- Census Tract 248 Block Group 5

Exhibits 7 and 8 show the study area limits used for this report. We analyzed information about the highlighted census block groups shown in these exhibits.

Does the study area include populations protected under environmental justice?

We identified minority and low-income populations within the study area using 2000 Census data on race/ethnicity (including Hispanic/Latino) and poverty status (populations living at and below the poverty level). We also identified individuals who have limited English proficiency using census data.

Exhibits 7 and 8 (U.S. Census Bureau 2000) include race and ethnicity information. Census Tract 248 Block Group 5 (Factoria

Exhibit 7. Demographic Information for the Western Side of the Study Area

(See Exhibit 8 for demographic information on the area shown in pink.)

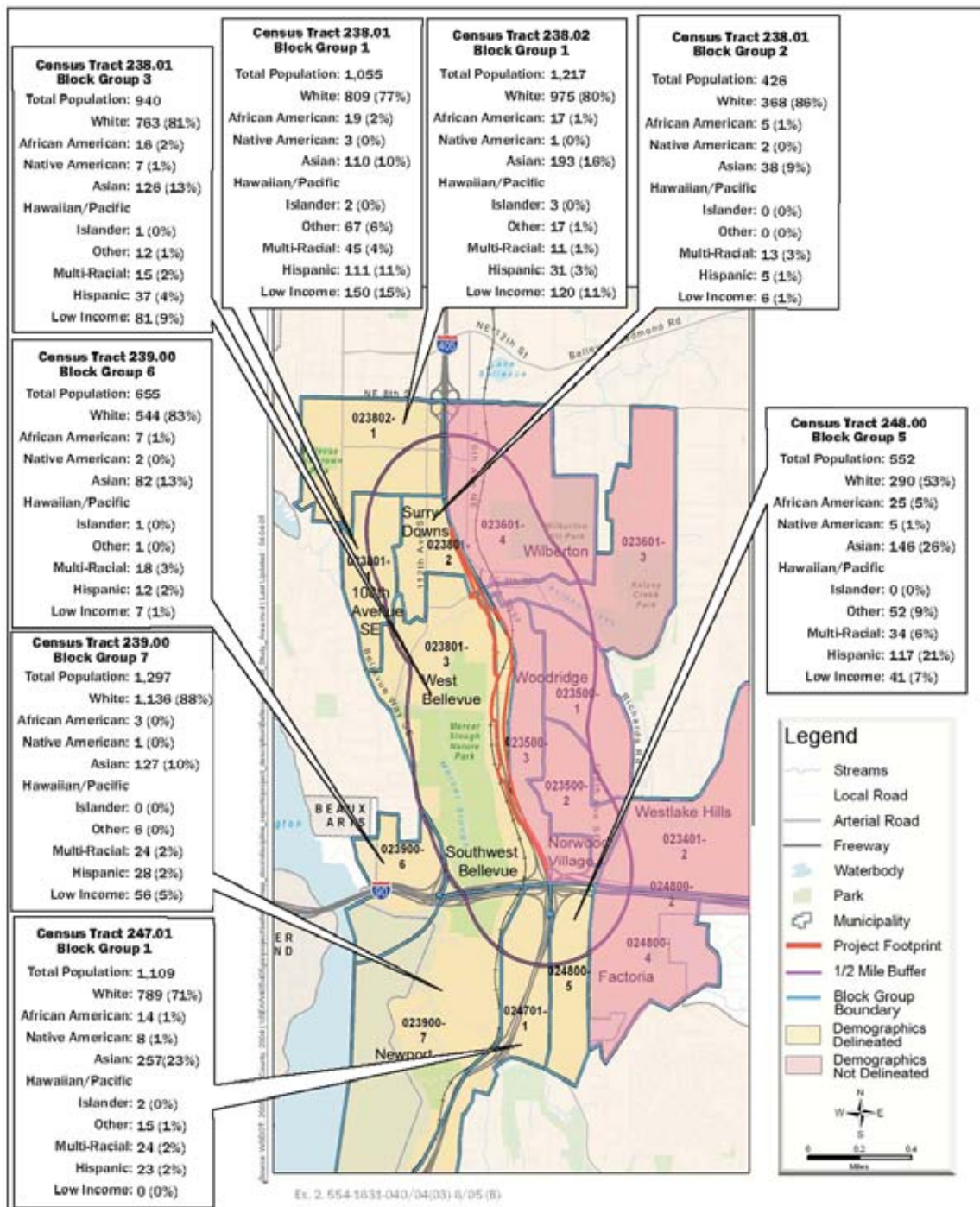
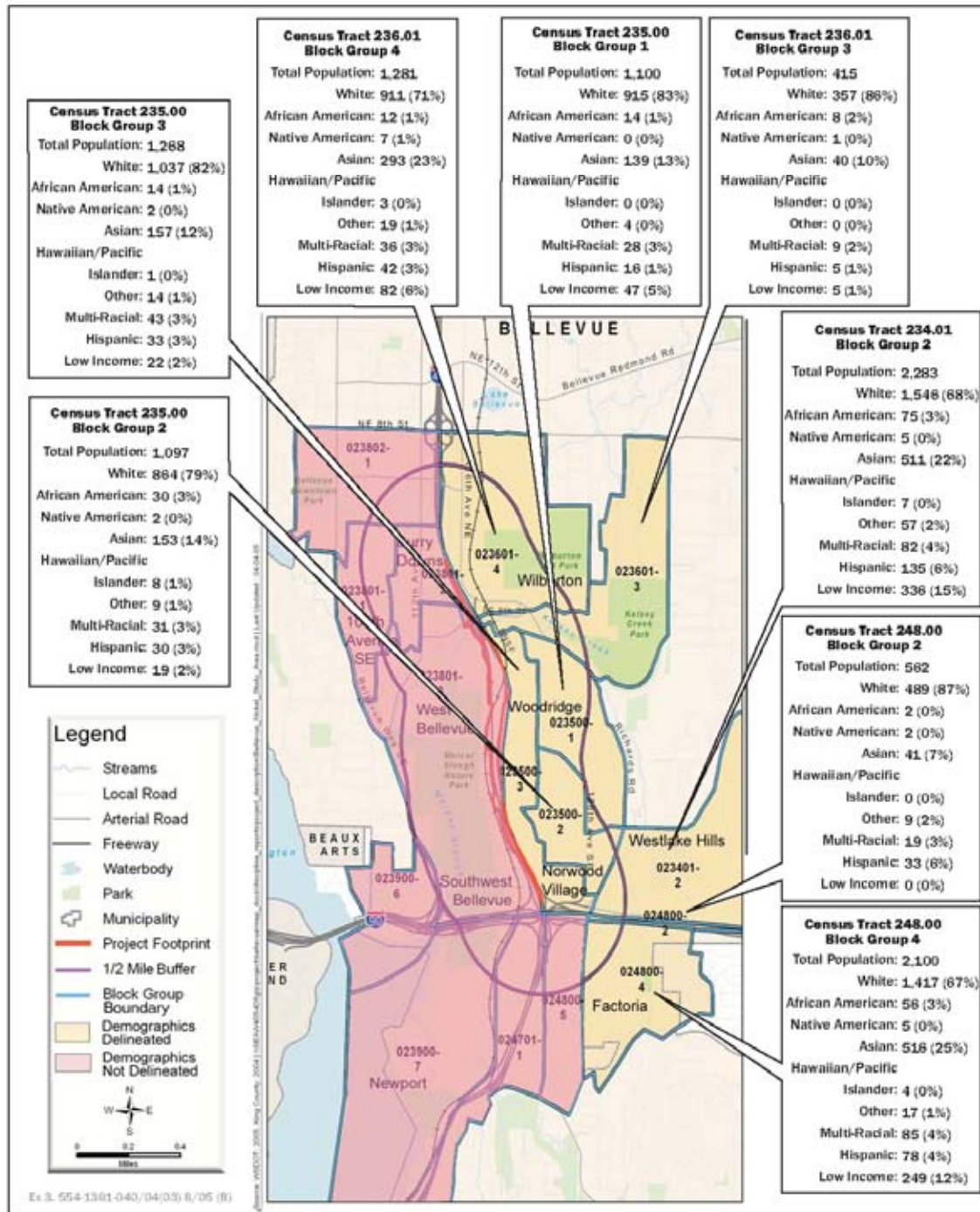


Exhibit 8. Demographic Information for the Eastern Side of the Study Area

(See Exhibit 7 for demographic information on the area shown in pink.)



neighborhood) and Census Tract 234.01 Block Group 2 (West Lake Hills neighborhood) have the highest overall percentages of non-white populations of all the block groups in the study area, with 47 and 32 percent non-white populations, respectively.

Asian populations occur in substantial numbers throughout the study area. All but five block groups exceed the King County percentage for Asians (11 percent). Six block groups exceed the King County percentage for Asians in the 1 to 4 percent range while five block groups exceed it in the 11 to 15 percent range.

Several block groups exceed the King County percentage for Hispanics (5 percent). Census Tract 248 Block Group 5 (Factoria neighborhood) and Census Tract 238.01 Block Group 1 (West Bellevue neighborhood) have particularly high percentages of Hispanic populations (21 and 11 percent, respectively).

Information on race/ethnicity is useful in identifying populations with limited ability to understand English and the need for translation services. The U.S. Department of Justice recommends that agencies consider providing language translation services if an ethnic group with a primary language other than English comprises 5 percent or more of an area. For example, if 5 percent or more of an area's population is Hispanic, there is a strong possibility that individuals may be limited in their understanding of English, thereby limiting their ability to participate in the project decision-making process. In this case, we consider translation and interpreter services.

In order to help persons with limited ability to understand English to use project materials and participate in the decision-making process, we provide translation and interpreter services in Spanish, Chinese, Vietnamese, and Russian. We provided these services based on census data and information gathered from service provider interviews. Exhibits 7 and 8 indicate that block groups in the study area have Hispanic and Asian populations that constitute 5 percent or more of the population. (See also Exhibit 9 and Appendix B.)

We further confirmed the presence of minority and low-income populations in the study area by obtaining school data from the 2002–2003 school year. We provide school data for the two public schools in the study area in Appendix C. The school data reflects similar levels of low-income populations¹ and minority populations as compared to census data (National Center for



Project Fact Sheet in Chinese

How do we define low-income?

A person whose median household income is at or below the Department of Health and Human Services poverty guidelines.

How do we define poverty level?

Following the Office of Management and Budget's Directive 14, the Census Bureau uses a set of money income thresholds that vary by family size and composition to detect who is poor. If the total income for a family or unrelated individual falls below the relevant poverty threshold, then the family or unrelated individual is classified as being "below the poverty level".

¹ represented by students eligible for the free or reduced-price lunch program

Exhibit 9. Service Provider Interview Findings

Name	Concerns	Organizations suggestions to address concerns
Bellevue Community College Adult Education	The college is concerned about commutes for students and staff during construction.	Bellevue Community College suggested we inform them when construction will affect travel.
Chinese Information and Service Center	The Center is concerned about people having a harder time getting to their services during construction. Good communication about construction activities can help. Changes in bus service are especially difficult for people who can't speak English.	The Center would like us to give them flyers in Chinese and provided suggestions on effective translations.
Community Health Centers of King County	The organization is concerned about clients missing appointments due to construction delays.	They felt we could minimize this outcome by making information available in multiple languages such as Russian, Korean, Spanish, and Somali. We could make posters or flyers available to clients in the clinic waiting rooms.
Crossroads Community Center	Many clients walk to the Center so they are more concerned that staff will encounter construction delays on I-405.	We can help to avoid this outcome by keeping the Center informed of construction activities and providing information for display. The most common languages spoken at the Center are Spanish, Russian, Vietnamese, and Chinese.
Eastgate Public Health Center	The Health Center is concerned about clients and staff arriving late due to project construction.	We can minimize this outcome by sending information (construction activity locations and alternate routes) to the Health Center on a timely basis. We can make Spanish and Russian translations of this information available in the waiting rooms.
East King County Catholic Community Services	The staff is concerned about increased taxes and construction delays, especially changes in bus service. Access to Transportation Demand Management (carpools, vanpools, and public transit programs) efforts by those with lower incomes was also a concern.	We will coordinate with transit service providers and inform the organization of construction activities. We will send information about King County's Jobs Access Transportation Program to the organization. (http://transit.metrokc.gov/tops/jobaccess/jobseeker.html)
Eastside Human Services Forum	The organization is concerned about disruptions to bus service during construction. They are also generally concerned about transportation access.	We can reduce these effects by providing construction information to the organization. The primary languages spoken by clients are Spanish, Vietnamese, Russian/Ukrainian, Korean, and Chinese.
Family Resource Center Association	Association staff is concerned about effects on bus service for clients and construction delays for staff.	We could reduce these effects by coordinating with transit services and distributing construction information.

Name	Concerns	Organizations suggestions to address concerns
Family Services – South King County	The organization is concerned about construction delays for drivers and bus riders. Delays add stress and frustration to clients who are already highly stressed.	Advance warning of additional congestion would help as they can warn their clients to plan for additional travel time. The organization offered to post project information in their waiting room.
Hopelink	Hopelink is primarily concerned about delays for emergency service providers.	The organization suggested that we coordinate construction activities with transportation providers and emergency service providers. In addition, Hopelink can distribute flyers to clients and place information in their newsletter. We should provide information in multiple languages.
Jewish Family Services	The organization is not particularly concerned about delays because I-405 is already congested.	We should translate construction information into Russian to help keep clients informed. We could also put a link on the Jewish Family Services website.
King County Housing Authority	The Authority is concerned about staff and residents commute times and missing appointments due to construction delays.	The Authority offered to distribute construction information as tenants pay their monthly rents.
Ukrainian Community Center	The Center is concerned about delays during construction for drivers and bus riders.	The Center would like to be on the email newsletter list and have information provided in Ukrainian or Russian.
World Impact Food Bank	Food Bank clients are concerned about construction delays and increasing gasoline prices.	We will keep the Food Bank informed by providing construction information to them.
Youth Eastside Services	The organization is concerned about construction delays for clients and staff.	The organization suggested sending construction alerts and providing flyers in Spanish, English, Russian, and Vietnamese.
Bellevue Community College Adult Education	The college is concerned about commutes for students and staff during construction.	Bellevue Community College suggested we inform them when construction will affect travel.
Chinese Information and Service Center	The Center is concerned about people having a harder time getting to their services during construction. Good communication about construction activities can help. Changes in bus service are especially difficult for people who can't speak English.	The Center would like us to give them flyers in Chinese and provided suggestions on effective translations.
Community Health Centers of King County	The organization is concerned about clients missing appointments due to construction delays.	They felt we could minimize this outcome by making information available in multiple languages such as Russian, Korean, Spanish, and Somali. We could make posters or flyers available to clients in the clinic waiting rooms.

Name	Concerns	Organizations suggestions to address concerns
Crossroads Community Center	Many clients walk to the Center so they are more concerned that staff will encounter construction delays on I-405.	We can help to avoid this outcome by keeping the Center informed of construction activities and providing information for display. The most common languages spoken at the Center are Spanish, Russian, Vietnamese, and Chinese.
Eastgate Public Health Center	The Health Center is concerned about clients and staff arriving late due to project construction.	We can minimize this outcome by sending information (construction activity locations and alternate routes) to the Health Center on a timely basis. We can make Spanish and Russian translations of this information available in the waiting rooms.
East King County Catholic Community Services	The staff is concerned about increased taxes and construction delays, especially changes in bus service. Access to Transportation Demand Management (carpools, vanpools, and public transit programs) efforts by those with lower incomes was also a concern.	We will coordinate with transit service providers and inform the organization of construction activities. We will send information about King County's Jobs Access Transportation Program to the organization. (http://transit.metrokc.gov/tops/jobaccess/jobseeker.html)
Eastside Human Services Forum	The organization is concerned about disruptions to bus service during construction. They are also generally concerned about transportation access.	We can reduce these effects by providing construction information to the organization. The primary languages spoken by clients are Spanish, Vietnamese, Russian/Ukrainian, Korean, and Chinese.
Family Resource Center Association	Association staff is concerned about effects on bus service for clients and construction delays for staff.	We could reduce these effects by coordinating with transit services and distributing construction information.
Family Services – South King County	The organization is concerned about construction delays for drivers and bus riders. Delays add stress and frustration to clients who are already highly stressed.	Advance warning of additional congestion would help as they can warn their clients to plan for additional travel time. The organization offered to post project information in their waiting room.
Hopelink	Hopelink is primarily concerned about delays for emergency service providers.	The organization suggested that we coordinate construction activities with transportation providers and emergency service providers. In addition, Hopelink can distribute flyers to clients and place information in their newsletter. We should provide information in multiple languages.
Jewish Family Services	The organization is not particularly concerned about delays because I-405 is already congested.	We should translate construction information into Russian to help keep clients informed. We could also put a link on the Jewish Family Services website.
King County Housing Authority	The Authority is concerned about staff and residents commute times and missing appointments due to construction delays.	The Authority offered to distribute construction information as tenants pay their monthly rents.

Name	Concerns	Organizations suggestions to address concerns
Ukrainian Community Center	The Center is concerned about delays during construction for drivers and bus riders.	The Center would like to be on the email newsletter list and have information provided in Ukrainian or Russian.
World Impact Food Bank	Food Bank clients are concerned about construction delays and increasing gasoline prices.	We will keep the Food Bank informed by providing construction information to them.
Youth Eastside Services	The organization is concerned about construction delays for clients and staff.	The organization suggested sending construction alerts and providing flyers in Spanish, English, Russian, and Vietnamese.

Education Statistics 2002). Why is it important to involve tribal governments in the project?

WSDOT consults with Indian tribes that could be affected by the project. WSDOT sent letters providing information on the project to the Muckleshoot, Snoqualmie, Tulalip, Yakama, and Duwamish (not federally recognized) Tribes, and will continue to coordinate with the tribes. These tribes have crucial information on natural, cultural, and archaeological resources in the study area, which WSDOT can incorporate into the environmental and design processes. Tribal coordination efforts are further enforced by a WSDOT Executive Order signed in 2003 that directs WSDOT employees to enter consultation with tribes who have ancestral homelands in affected areas.

Are there gathering places, businesses, or services in or near the study area that are important to environmental justice populations?

Knowledge of gathering places for minority and low-income populations in the study area can help identify places where the project should avoid or minimize effects and identify avenues for reaching out to minority and low-income populations. A windshield survey and service provider interviews helped identify some of these gathering places for minority and low-income populations that are in or near the study area. We list examples of such gathering places below.

- Service providers such as Bellevue Community College, Chinese Information and Service Center, King County Community Health Centers, Crossroads Community Center, Eastgate Public Health Center, Family Services (United Way), Hopelink Emergency Shelters and Food Banks, Jewish Family Services Multi-Ethnic Centers, Ukrainian Community Center, and World Impact Food Bank are gathering places for minority and low-income populations. Most of these services are outside the study area; however, minority and low-income residents in the study area travel to them.
- Businesses in the study area such as Kindercare and the Learning Garden (daycare and child education), Top Gun Seafood and Dim Sum Restaurant, and World Martial Arts and Health appear to cater to minority and low-income populations, as well as the general population. Similar businesses near the study area include Uwajimaya,

What is a windshield survey?

Observing a study area by touring the area in a car.



Eastgate Public Health Center

Southgate Oriental Grocery, Newport Hills Red Apple Market, Bellevue Oriental Mart, and Factoria and Crossroads Safeway Stores.

- Parks often provide gathering places for environmental justice populations. Parks in the study area include Mercer Slough Nature Park (see photo), Wilburton Hill Park and Bellevue Botanical Garden, Kelsey Creek Park, Norwood Village Neighborhood Park, and Woodridge Water Tower Park (see photo).
- Places of worship are important gathering places for some cultures. A Korean Presbyterian Church is located near the I-405/I-90 interchange. The North Shore Unitarian Church is located in the Woodridge/Norwood Village neighborhood.



Mercer Slough Nature Park and Trails



Woodridge Water Tower Park

Public Involvement

Why is public involvement important?

FHWA and WSDOT have identified public involvement as key to involving all people in the decision-making process as well as identifying adverse effects on a community. Public involvement includes providing meaningful access to public information concerning the human health, social, or environmental effects of a project and soliciting input from affected minority and low-income populations. To accomplish this, we developed a Public Involvement Plan. The goals of the plan are as follows:

- Support the successful delivery of the project;
- Educate the public about the mobility, economic, and environmental benefits of the project;
- Identify and address through mitigation any disproportionately high and adverse effects on minority and/or low-income populations;
- Provide information on construction;
- Reinforce positive relationships with other agencies, individuals, and groups; and
- Educate the public about the need, vision, and context for the project (WSDOT 2005).

Key stakeholders for the project include area residents; businesses; schools; agencies; elected officials; tribes; organizations; and special populations such as elderly, disabled, minority, and



We developed an extensive public involvement plan to educate, inform, and engage the public about the program.

low-income populations. We summarize past and ongoing public outreach efforts below.

What public involvement activities have occurred since the I-405 Corridor EIS?

Public involvement related to the Bellevue Nickel Improvement Project has been ongoing since 1999, when we conducted scoping for the I-405 Corridor Program EIS. Public involvement has been an essential element of the environmental analysis, documentation, and review process.

The I-405 Corridor EIS study area was the entire 30-mile I-405 corridor and included over 500,000 people (WSDOT 2002). In order to reach minority and low-income populations, we developed a unique special-populations outreach approach that focused on service providers in the corridor that offer services to minorities, refugees, immigrants, and economically disadvantaged persons:

- English as a Second Language (ESL) classes;
- Citizenship classes;
- Counseling; and
- Food and housing assistance.

We contacted a wide range of service providers (approximately 20) to identify their interests and preferences for presentations and ways to distribute information to their clients. Most service providers preferred written materials and offered to display or distribute information to their clients.

The focus of the written outreach materials was to make people aware of the I-405 Corridor Program Draft EIS and ways to participate in public hearings, interact through the web site, send comments to WSDOT, or attend committee meetings and offer comments.

A special project fact sheet was developed and translated into Chinese, Vietnamese, Russian, and Spanish for distribution through service providers. The fact sheet highlighted opportunities to participate and places to obtain project information, including copies of the EIS. Service organizations, local libraries (we distributed the DEIS and FEIS to all public libraries in the corridor), and city halls distributed the translated fact sheets.

One of the goals of the I-405 Corridor Program's public involvement process has been to include all members of the public,

including peoples with disabilities. All meetings for the project were held in venues that conform to Americans with Disabilities Act (ADA) requirements, and we provided materials in formats accessible to everyone. All public meetings and hearings were accessible by public transit and we included clear directions on bus routes to the meeting venues.

In 2003, the Nickel Gas Tax funded three Nickel Improvement Projects in Kirkland, Bellevue, and Renton. At this time, a Public Involvement Plan specifically addressed goals and outreach plans for the Bellevue Nickel Improvement Project. The plan is described in the Bellevue Nickel Improvement Project EA.

We held an agency and public scoping meeting for the Bellevue Nickel Improvement Project in January 2005. Approximately 90 people attended. In order to inform the public of the scoping meeting, we sent a flyer to over 4,500 recipients, including the following people:

- Property owners and residents within approximately 500 feet of the alignment;
- Section 8 housing assistance recipients (over 900 units) living along the I-405 corridor; and
- All interested residents as included on the corridor-wide mailing list.

We sent an email alert to the project email lists, major employers, and advocacy groups, and we placed ads in the following publications:

- *El Mundo*
- *Issaquah Press*
- *King County Journal*
- *Mercer Island Reporter*
- *Newcastle News*
- *Northwest Asian Weekly*
- *Renton Reporter*
- *Russian World*
- *Sammamish Review*
- *Seattle Medium*
- *Seattle Times*
- *Seattle Post-Intelligencer*

What is Section 8 housing assistance?

Section 8, or the Housing Choice Voucher Program, is a federal housing program that provides housing assistance to low-income renters and homeowners. This assistance comes in the form of rental subsidies, limiting the monthly rent payment of the assistance recipient. Section 8 is a federal program administered nationally by the Department of Housing and Urban Development (HUD). The program is administered locally by public housing authorities or other designated agencies and organizations.

We developed the public involvement plan to ensure that we included minority and low-income populations, including populations with limited ability to understand English. Consistent with the public involvement plan, we met with organizations that provide services to minority and low-income populations (service providers). In these meetings, we shared information about the project, learned about the organization's clients, and discussed the organization's view of the project's potential effects. (See Appendix B for more information on the service provider interviews.)

The project team determined where to focus environmental justice outreach by starting with demographic data (based on the 2000 U.S. Census) as a base. We verified the census information by cross-referencing it with City of Bellevue demographic information. The information helped us to identify block groups having low-income levels and/or high levels of minority populations. This provided the basis for focused outreach to specific low-income housing facilities and to areas where large numbers of residents with limited ability to understand English live. We posted flyers at ethnic grocery stores, libraries, and community centers. Examples of the locations where flyers were posted are listed below:

- Bellevue Oriental Mart
- Uwajimaya
- Southgate Oriental Grocery
- Bellevue Community College
- Bellevue Regional Library

Posters were placed at shared community living areas at Section 8 and other low-income housing complexes. Invitations to the public scoping meetings were sent through the mail to residences within 500 feet of the alignment and to the entire I-405 project contact list, including Section 8 housing addresses in the area.

We translated project fact sheets into Spanish, Russian, Chinese, and Vietnamese for the scoping meeting and other outreach efforts. Multilingual I-405 team members were available to serve as interpreters, if needed. The scoping meeting was accessible by public transit and we provided clear directions on how to get to the meetings by bus.

The team learned more about minority and low-income populations and their transportation needs through the service provider meetings. During these interviews, the team explained the project to the service providers and received feedback on how

the project and proposed alternative could benefit or adversely affect their clients, staff, and volunteers. We provide, in Exhibit 9, a list of service providers interviewed for the project, their concerns about the project, and potential measures to address their concerns. Most service providers were concerned about construction delays and requested information on construction activities in order to plan for delays or alternate routes. Most service providers wanted to be included on the project's email list and offered to post or distribute information to their clients.

What public involvement activities are ongoing?

In addition to the activities described above, the project team is conducting the following outreach throughout the duration of the project:

- We distribute a corridor-wide monthly newsletter via email.
- A project brochure (or “folio”) tells the I-405 story, while fact sheets on frequently asked questions target specific areas of interest.
- We are briefing affected property owners throughout the project through one-on-one meetings, citizen group meetings, or neighborhood coffee hours. We offered to provide foreign-language interpreters at these meetings.
- We are keeping the media informed through press releases, media releases, press kits, meetings with reporters, and editorial board briefings.
- A website on the Bellevue Nickel Improvement Project provides information on aspects such as project public involvement opportunities, finances, benefits, and timeline.
- Our team briefs City of Bellevue staff on the project. We discuss any communication issues and recommendations, including environmental justice outreach.
- A Speakers Bureau made up of I-405 project team staff meets with civic organizations in the area to brief their members on project progress and to answer questions.
- We will continue to meet with neighborhood associations in Bellevue to update residents on the EA, project vision, planned improvements, and potential effects. These neighborhood briefings are as inclusive as possible and include minority and low-income populations. We have met with the following neighborhoods so far:



Youth Eastside Services

- Bellecrest
- Bridle Trails
- Newport Hills
- Surrey Downs
- Woodridge
- Yarrow Ridge

We plan to schedule meetings with the following neighborhoods:

- Crossroads
- Factoria
- NW Bellevue
- Somerset
- West Lake Hills
- Wilburton

We hold these neighborhood meetings in English. Before each meeting, we ask if there is a need for an interpreter, and so far, there has been no need for one. For example, we brought a Spanish-language interpreter to the Bellevue-area food bank. Most Spanish-speaking people present had an English-speaking family member with them, so the interpreter was unnecessary.

An open house is planned to provide additional public opportunity to review the discipline reports and a public hearing will be conducted when the EA is issued. We will notify the public about the hearing and availability of the discipline reports and EA through mailings, newspaper display ads, and other publicity similar to the outreach conducted for the EA scoping meetings. Public libraries will receive the EA as well as anyone else who requests a copy.

Potential Effects

What methods did we use to evaluate potential effects on environmental justice populations?

We identified potential effects of the project by interviewing authors or reviewing drafts of the following discipline reports:

- Air Quality
- Economics
- Cultural Resources
- Land Use Patterns, Plans, and Policies
- Noise
- Public Services and Utilities
- Section 4(f)
- Social Elements
- Traffic and Transportation
- Visual Quality

After identifying adverse effects, we assessed whether the adverse project effects would affect populations differently. For example, noise tends to affect the people living near the noise source more than others. We will examine this type of effect in more detail.

The next step in assessing an adverse project effect that could affect populations differently (such as noise) would be to look at



Typical highway construction scene

What is a Geographic Information System (GIS)?

GIS is a digital computer mapping system that can overlay data such as land use and provides a spatial analysis.

who is affected. Using Geographic Information System (GIS), we created a map that overlaid the area of adverse effects over the census block groups. This allows us to compare the race/ethnicity and poverty status of those affected. Other sources, such as service provider interviews and windshield surveys, are sometimes used to confirm GIS map findings.

We used the following criteria to determine whether the effect falls disproportionately on environmental justice populations.

1. A minority and/or low-income population would predominately bear the effects; or
2. The minority and/or low-income population would suffer the effects; the effects would be appreciably more severe or greater in magnitude than the adverse effects suffered by the non-minority and/or low-income population.

We also analyzed potential benefits of the project and the proposed mitigation for the adverse effect.

How will the No Build Alternative affect minority and low-income populations?

Choosing the No Build Alternative would avoid or delay the noise, visual, and construction effects listed below. However, these communities would not realize the safety, HOV, and traffic benefits listed below if we choose the No Build Alternative.

How will the Build Alternative affect minority and low-income populations?

The potential effects of the project are outlined below:

- We do not expect any long-term, adverse effects to community/neighborhood cohesion. The project will not displace any residences. See the Social Elements Discipline Report for more information.
- We have determined that the project will maintain the level of local air quality in the long term. It is exempt from project-level conformity requirements (see the Air Quality Discipline Report for more information).
- We expect noise levels to increase in 2030 by 0 to 3 dBA (A-weighted decibel) L_{eq} (equivalent noise level) with the project. Without mitigation, 27 residences will approach or exceed the noise abatement criteria. With the proposed mitigation, we can reduce the number of residences that will

What do we mean by community/neighborhood cohesion?

This refers to people's ability to communicate and interact with each other in ways that lead to a sense of community, as reflected in the neighborhood's ability to function and be recognized as a singular unit.

approach or exceed the noise abatement criteria to 15. Further analysis of noise effects follows the summary of potential effects.

- We do not expect any long-term, adverse economic effects because no businesses will be displaced or driveway accesses diminished by the project. See the Economics Discipline Report for more information.
- We have not identified any long-term effects to historical, cultural, archaeological, and Section 106 resources. The tribes have not identified any concerns over usual and accustomed tribal areas. See the Cultural Resources Discipline Report for more information.
- We determined the project supports local land use plans and policies, and that the project will not change land use patterns. See the Land Use Patterns, Plans, and Policies Discipline Report for more information.
- We have not identified any long-term effects on public services. See the Public Services and Utilities Discipline Report for more information.
- We have not identified any long-term effects to Section 4(f) resources. See the Section 4(f) Discipline Report for more information.
- Projected future regional population and employment growth in the region will increase freeway demand compared to existing conditions. As traffic volumes increase over time, the benefits of the project will decrease during the morning and afternoon peak travel periods. The future increased demand compounds congestion in locations where I-405 is already at capacity. By 2014, with or without the project, the freeway speeds fall and a smaller number of vehicles actually travel through the study area compared to conditions today. In the year 2014, the Build Alternative minimally improves freeway travel speeds and increases vehicle throughput compared to the No Build Alternative. Bottlenecks north and south of the study area limit the benefits of the Bellevue Nickel Improvement Project, but these problem areas are beyond this scope. See the Traffic and Transportation Discipline Report for more information.
- The project will permanently change the visual environment for both I-405 users and neighbors. Visual changes as a whole will not be substantial, as the majority of the work will occur within the existing right of way. The most visually noticeable changes will be due to the removal of

What are the noise abatement criteria?

The FHWA noise abatement criteria specify exterior and interior noise levels for various land activity categories such as residential and commercial. All noise sensitive uses within the Renton Nickel Improvement Project study area are residential or Category B uses. WSDOT considers a noise impact to occur if predicted equivalent hourly noise levels (Leq (h)) approach within 1 dBA of the noise abatement criteria, which is 67 dBA for residential uses. Therefore, if a noise level is 66 dBA or higher, it will approach or exceed the FHWA noise abatement criterion of 67 dBA for residential uses.

What is throughput?

The number of vehicles being carried on a facility. This is usually measured at a specific point on the roadway facility for a predetermined period of time.

What are Context Sensitive Solutions?

A model for transportation project development that has recently received much discussion and broad acceptance. Its essence is that a proposed transportation project must be planned not only for its physical aspects as a road serving specific transportation objectives, but also for its effects on the aesthetic, social, economic, and environmental values, needs, constraints, and opportunities in a larger community setting.

existing vegetation and construction of noise and retaining walls. We have incorporated “context sensitive solutions” and other mitigation measures typical for transportation projects to minimize the visual effects of the project. See the Visual Quality Discipline Report for more information.

Fifteen residents will still have noise effects and it is not reasonable or feasible to require additional mitigation. Noise effects have the potential to affect populations differently, so we analyze whether or not they could be disproportionately high and adverse for minority and low-income populations below.

Noise levels for residences are measured at noise receptors. The receptors that are expected to experience noise effects in 2030 are depicted in Exhibit 10. The traffic noise predicted at Receptors 40 and 59, representing a park and four residences, will be caused entirely by local traffic on 112th Avenue SE. Since the noise effects at those locations are not related to the I-405 Bellevue Nickel Improvement Project, they cannot be mitigated by reducing traffic noise from I-405. See the Noise and Vibration Discipline Report for more detailed information on the noise analysis.

The only remaining receptors with potential noise effects are numbers 46, 47, and 49 in the Woodridge neighborhood. It is not reasonable to construct a noise barrier for these residences because the cost of a barrier that could mitigate the noise effects would exceed the allowable cost. These receptors are in Census Tract 235 Block Group 3 (the demographic characteristics of this block group are shown in Exhibit 11). Minorities, primarily Asians, comprise 18 percent of this block group, and 2 percent of this block group is low-income. One household near the affected area receives Section 8 housing assistance.

Exhibit 10. Noise Effects Locations



Exhibit 11. Demographic Characteristics of Noise Effects Receptors

Block Group	CT 235 BG 3
Minority (percent)	18
Low-income (percent)	2
Affected Residences	11

CT: Census Tract, BG: Block Group

Source: Noise and Vibration Discipline Report, September 2005

Based on the information provided above, we expect noise effects from the project to affect more non-minority and non-low-income populations than minority and low-income populations. Thus, the project is not expected to have disproportionately high or adverse noise effects for minority or low-income populations.

How will the project benefit minority and low-income populations?

The Bellevue Nickel Improvement Project will benefit minority and low-income populations in the following ways:

- The project extends the southbound I-405 HOV off-ramp to westbound I-90 north to the SE 8th Street on-ramp. This modification provides a direct HOV connection from SE 8th Street to the westbound I-90 HOV lane via I-405, improving transit and HOV travel time. These transit improvements will be particularly beneficial to minority and low-income populations because those populations often rely on public transit (Pucher and Renne 2003).
- The Bellevue Nickel Improvement Project will increase the number of vehicles traveling through the area and improve travel speeds outside of the peak travel period for several years. The project will improve safety in the study area. The new northbound I-405 lane will remove the high-speed merge where the east- and westbound I-90 ramps come together before entering northbound I-405. The project will also reconstruct the Wilburton Tunnel on southbound I-405 and widen the existing narrow shoulders in the tunnel to design standards. These traffic and safety improvements will benefit all people in the area, including minority and low-income populations.



South Bellevue Park & Ride

How will project construction affect minority and low-income populations?

The project will result in increased temporary construction employment and other multiplier effects that could benefit minority and low-income populations. The project will generate other temporary effects during construction; however, they are not severe enough to be considered high and adverse.

Construction equipment will generate noise, dust, odors, vehicle and equipment emissions, and visual effects. The Noise and Vibration, Air Quality, and Visual Quality discipline reports indicate that residents would not be close enough to the construction areas to experience these effects in any substantial way. We expect no substantial changes to traffic volumes on I-405 and local streets during construction. Truck traffic in the Wilburton Tunnel area on I-405 will increase, as the only access to the tunnel is from I-405. Closures of SE 8th Street and I-405 lanes would only occur at night or on weekends. No changes to transit are expected from construction.

Does the project have effects that could be delayed or distant from the project?

Indirect traffic effects could occur during construction when drivers seek alternate routes on city streets during closures of I-405 and/or SE 8th Street. Some communities in the surrounding area may have more traffic than normal, but these effects are not expected to continue after construction.

Did we consider potential cumulative effects for the Build and No Build Alternatives?

Per FHWA guidance, cumulative effects analysis is resource-area-specific and generally performed for the resource areas directly affected by the action (such as a transportation project) under study. However, not all of the resource areas directly affected by a project will require a cumulative effects analysis. The resource areas subject to cumulative effects analysis should be determined on a case-by-case basis early in the NEPA process, generally as part of early coordination or scoping. Consistent with the *I-405 Corridor Program Final EIS* and the results of scoping for the Bellevue Nickel Improvement project, cumulative effects were not analyzed for this resource area.

Measures to Avoid or Minimize Project Effects

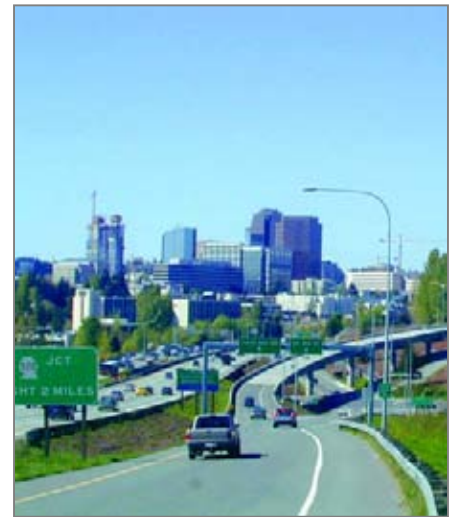
What will we do to avoid or minimize long-term negative effects on minority and low-income populations?

Each discipline report lists the measures to minimize long-term effects for each element of the environment. Because we do not anticipate that the project will cause any long-term adverse effects to low-income or minority populations, activities to avoid or minimize adverse effects specific to environmental justice will not be required.

What will we do to avoid and/or minimize construction effects?

Each discipline report lists the measures to avoid and/or minimize construction effects for each element of the environment. These measures are also included as Appendix A to this report.

Construction traffic effects were the most common concerns expressed during the service provider interviews. We describe measures to minimize or avoid construction phase traffic effects in Appendix A and summarize them here. We will minimize traffic effects by limiting closures to nights and weekends when possible. The service providers also identified communication



The Bellevue skyline from NB I-405



Project Fact Sheet in Spanish

as a key way to minimize construction effects on minority and low-income populations, and they suggested the following communication techniques to implement during project construction:

- Inform local agencies, the public, school districts, emergency service providers, and transit agencies of traffic changes ahead of time.
- Send information to service provider contacts so that they can include the information in newsletters and relay the information to their clients in person. We can accomplish this in part by sending service providers the project's monthly electronic newsletter.
- Send flyers and handouts to service providers for posting and distributing in key locations at their facilities. We will provide flyers in Spanish, Chinese, Russian, Vietnamese, and Korean (see project fact sheet translated into Spanish to the left).
- Post flyers at key stores and houses of worship.
- Set up a project table and talk with people at locations such as food banks.
- Translate written materials accurately.
- Ensure understanding by writing public materials at a 4th grade reading level.

How will we mitigate unavoidable adverse effects?

We do not anticipate that the project will have any unavoidable adverse environmental justice effects.

Environmental Justice Determination

Will this project have disproportionately high and adverse effects on minority or low-income populations?

Based on our findings, the Bellevue Nickel Improvement Project would not result in disproportionately high or adverse effects on minority or low-income populations. As discussed above, minority or low-income populations would not predominately bear the noise effects associated with this project, nor would they bear these effects more severely than the general public. Minority and low-income populations would experience some benefits from the project, primarily due to improvements to HOV lanes.



Multi-family Housing in Bellevue

References

- National Center for Education Statistics. 2002. Common core of data: information on public schools for the 2002-2003 school year. Available at: <http://nces.ed.gov/ccd/schoolsearch>. Accessed on April 26, 2005.
- Pucher, John and Renne, John. 2003. Transportation Quarterly. Summer 2003. Available at: <http://policy.rutgers.edu/papers/14.pdf>.
- U.S. Census Bureau. 2000. Detailed data sets from the 2000 Census. Available at: www.census.gov. Accessed on April 26, 2005.
- Washington State Department of Transportation (WSDOT). 2002. I-405 Corridor Program Final EIS. Environmental Justice Appendix. June 2002. Seattle, Washington.
- . 2004. WSDOT Environmental Procedures Manual. Section 458, Environmental Justice. September 2004.
- . 2005. Bellevue Nickel Improvement Project Public Involvement Plan. February 2005. Bellevue, Washington.

Appendix A

Avoidance and Minimization Measures

Avoidance and Minimization Measures

The following sections describe the established design and construction practices that WSDOT will include to avoid or minimize effects to the various environmental resources during both the construction and operation phases of the project.

Project Measures to Avoid or Minimize Effects During Construction

Design elements, such as modifications to boundaries of areas that can be affected, have been incorporated into the project specifications, construction plans, and procedures, to help avoid or minimize most potential construction impacts. When appropriate, monitoring will be conducted to ensure that these design and construction measures are effective.

Measures for Geology, Soils, and Groundwater

- WSDOT will prepare and implement a Temporary Erosion and Sedimentation Control (TESC) plan consisting of operational and structural measures to control the transport of sediment. Operational measures include removing mud and dirt from trucks before they leave the site, covering fill stockpiles or disturbed areas, and avoiding unnecessary vegetation clearing. Structural measures are temporary features used to reduce the transport of sediment, such as silt fences and sediment traps.
- WSDOT will reduce degradation of moisture-sensitive soils by limiting major earthwork to the drier, late spring through early fall construction season; by maintaining proper surface drainage to avoid ponding of surface water or groundwater; by minimizing ground disturbance through limiting the use of heavy equipment, limiting turns, and/or not tracking directly on the subgrade; and by covering the final subgrade elevation with a working mat of crushed rock and/or geotextile for protection. Mixing a soil admix such as cement into the subgrade may also add strength and stabilize the ground.
- WSDOT will determine acceptable limits for off-site construction-related ground vibration before construction begins and demonstrate that off-site ground vibrations are within the limits set for the project through the use of vibration-monitoring equipment.
- WSDOT will identify areas subject to shaking from a large earthquake and will mitigate risks using ground modifications or other procedures identified in the WSDOT Geotechnical Design Manual.
- WSDOT will implement construction procedures identified in the geotechnical investigation to maintain or enhance slope stability in areas potentially underlain by landslide-prone soils.
- WSDOT will protect the Kelsey Creek aquifer from contamination by construction-related spills by development and implementation of BMPs and a Spill Prevention Control and

Countermeasures plan (SPCCP). The SPCC will specifically address fuel spills from vehicles and from spills of other chemicals commonly transported over I-405. Spill response equipment will be located at regular and specified intervals within the project area for minimizing countermeasure response times.

- WSDOT will ensure only clean fill is imported and placed for the project and will require documentation for fill brought onto the site from the supplier certifying that the fill does not exceed Washington State soil cleanup standards. If documentation is not available, testing of imported fill soils will be required prior to placement. Suspect soils encountered during project construction will be tested and, where necessary, removed from the site and disposed of in accordance with Washington State regulations.
- WSDOT will identify and develop staging areas for equipment repair and maintenance away from all drainage courses. Washout from concrete trucks will not be dumped into storm drains or onto soil or pavement that carries stormwater runoff. A wash down area for equipment and concrete trucks will be designated and the use of thinners and solvents to wash oil, grease, or similar substances from heavy machinery or machine parts will be prohibited.
- WSDOT will obtain a NPDES (National Pollutant Discharge Elimination System) permit and will conduct a regular program of testing and lab work to ensure that water encountered during construction meets the water quality standards specified in the NPDES permit.
- WSDOT will to meet the NPDES water quality standards prior to the discharge of the encountered water to a surface water body, such as Kelsey Creek. If necessary, water quality will be improved, such as by using sediment ponds to allow sediment to settle out prior to discharge.
- If it is necessary to install seepage drains to control seepage for retaining walls and fill embankments, WSDOT will include special provisions in the design to discharge drain flow back into affected areas, including wetlands.

Measures for Water Quality

In addition to measures for geology, soils, groundwater, and for hazardous materials that are protective of water quality, the following measures would be implemented for water quality.

- WSDOT will identify and develop staging areas for equipment repair and maintenance away from all drainage courses.
- Washout from concrete trucks will not be dumped into storm drains or onto soil or pavement that carries stormwater runoff.
- Thinners and solvents will not be used to wash oil, grease, or similar substances from heavy machinery or machine parts.
- WSDOT will designate a wash down area for equipment and concrete trucks.

Measures for Wetlands

- WSDOT will protect, preserve, and enhance wetlands in the project area during the planning, construction, and operation of transportation facilities and projects consistent with USDOT Order 5660.1A, Executive Order 11990, and Governor's Executive Orders EO 89-10 and EO 90-04.
- WSDOT's project-level design and environmental review has included avoidance, minimization, restoration, and compensation of wetlands. WSDOT will implement these measures prior to or concurrent with adverse effects on wetlands, to reduce temporal losses of wetland functions.
- WSDOT will follow guidance contained in the wetlands section of the WSDOT Environmental Procedures Manual (WSDOT 2004a), which outlines the issues and actions to be addressed prior to authorizing work that could affect wetlands.
- WSDOT will use high-visibility fencing to clearly mark wetlands to be avoided in the construction area.

Measures for Upland Vegetation and Wildlife

- WSDOT will ensure mitigation measures established in the I-405 Corridor EIS will be implemented on the Bellevue Nickel Improvement Project.
- WSDOT will prepare and implement a revegetation plan. In addition, areas with mixed forest will not be removed for temporary use (i.e., construction staging). If an area of mixed forest must be removed for roadway construction, it will be replaced with plantings of native tree and shrub species within the affected area.
- WSDOT will adhere to project conditions identified in the Biological Assessment and agency concurrence letters.
- WSDOT will limit construction activity to a relatively small area immediately adjacent to the existing roadway to minimize vegetation clearing and leave as many trees as possible.

Measures for Fisheries and Aquatic Resources

- WSDOT will implement construction BMPs (such as silt fencing or sedimentation ponds) to avoid disturbing sensitive areas during the development and use of any staging areas, access roads, and turnouts associated with resurfacing activities.
- WSDOT will not allow in-water work to occur except during seasonal work windows established to protect fish.
- WSDOT will require that all stormwater treatment wetland/detention facilities are sited and constructed at a sufficient distance from named and unnamed streams so no grading or filling in the streams or the streamside zones will be required.

Measures for Air Quality

- WSDOT will require preparation and implementation of a Fugitive Dust Control Plan in accordance with the Memorandum of Agreement between WSDOT and PSCAA Regarding Control of Fugitive Dust from Construction Projects (October 1999).
- During dry weather, exposed soil will be sprayed with water to reduce emissions of and deposition of particulate matter (PM₁₀).
- WSDOT will provide adequate freeboard (space from the top of the material to the top of the truck), cover truckloads, and, in dry weather, wet materials in trucks to reduce emission of and deposition of particulate matter during transport.
- WSDOT use wheel washers to remove particulate matter that would otherwise be carried offsite by vehicles to decrease deposition of particulate matter on area roadways.
- WSDOT will remove particulate matter deposited on public roads to reduce mud on area roadways.
- WSDOT will cover or spray with water any dirt, gravel, and debris piles during periods of high wind when the stockpiles are not in use to control dust and transmissions of particulate matter.
- WSDOT will route and schedule construction trucks to reduce travel delays and unnecessary fuel consumption during peak travel times, and therefore reduce secondary air quality impacts (i.e. emissions of carbon monoxide and nitrogen oxides) that result when vehicles slow down to wait for construction trucks.

Measures for Noise

- Noise berms and barriers will be erected prior to other construction activities to provide noise shielding.
- The noisiest construction activities, such as pile driving, will be limited to between 7 AM and 10 PM to reduce construction noise levels during sensitive nighttime hours.
- Construction equipment engines will be equipped with adequate mufflers, intake silencers, and engine enclosures.
- Construction equipment will be turned off during prolonged periods of nonuse to eliminate noise.
- All equipment will be maintained appropriately and equipment operators will be trained in good practices to reduce noise levels.
- Stationary equipment will be stored away from receiving properties to decrease noise.
- Temporary noise barriers or curtains will be constructed around stationary equipment that must be located close to residences.
- Resilient bed liners will be required in dump trucks to be loaded on site during nighttime hours.

- WSDOT use Occupational Safety and Health Administration (OSHA)-approved ambient sound-sensing backup alarms that would reduce disturbances during quieter periods.

Measures for Hazardous Materials

Known or Suspected Contamination within the Build Alternative Right of Way

- WSDOT will prepare an SPCCP that provides specific guidance for managing contaminated media that may be encountered within the right of way (ROW).
- WSDOT may be responsible for remediation and monitoring of any contaminated properties acquired for this project. WSDOT will further evaluate the identified properties before acquisition or construction occurs. Contamination in soils will be evaluated relative to the Model Toxics Control Act (MTCA).
- If WSDOT encounters an underground storage tank (UST) within the ROW, WSDOT will assume cleanup liability for the appropriate decommissioning and removal of USTs. If this occurs, WSDOT will follow all applicable rules and regulations associated with UST removal activities.
- WSDOT will conduct thorough asbestos-containing material/lead paint building surveys by an Asbestos Hazard Emergency Response Act (AHERA)-certified inspector on all property structures acquired or demolished. WSDOT will properly remove and dispose of all asbestos-containing material/lead-based paint in accordance with applicable rules and regulations.
- Construction waste material such as concrete or other harmful materials will be disposed of at approved sites in accordance with Sections 2-01, 2-02, and 2-03 of the WSDOT Standard Specifications.
- WSDOT may acquire the responsibility for cleanup of any soil or groundwater contamination encountered during construction (that must be removed from the project limits) within WSDOT ROW. Contamination will be evaluated relative to Model Toxics Control Act (MTCA) cleanup levels.
- WSDOT will consider entering into pre-purchaser agreements for purpose of indemnifying itself against acquiring the responsibility for any long-term cleanup and monitoring costs.
- All regulatory conditions imposed at contaminated properties (e.g., Consent Decree) associated with construction will be met. These conditions could include ensuring that the surrounding properties and population are not exposed to the contaminants on the site: i.e., WSDOT will ensure that the site is properly contained during construction so that contaminants do not migrate offsite, thereby protecting the health and safety of all on-site personnel during work at the site.

Known or Suspected Contamination Outside of the Right of Way

- Contaminated groundwater originating from properties located up-gradient of the ROW could migrate to the project area. WSDOT generally will not incur liability for groundwater contamination that has migrated into the project footprint as long as the agency does not

acquire the source of the contamination. However, WSDOT will manage the contaminated media in accordance with all applicable rules and regulations.

Unknown Contamination

- If unknown contamination is discovered during construction, WSDOT will follow the SPCCP as well as all appropriate regulations.

Worker and Public Health and Safety and other Regulatory Requirements

The WSDOT will comply with the following regulations and agreements:

- State Dangerous Waste Regulations (Chapter 173-303 WAC);
- Safety Standards for Construction Work (Chapter 296-155 WAC);
- National Emission Standards for Hazardous Air Pollutants (CFR, Title 40, Volume 5, Parts 61 to 71);
- General Occupational Health Standards (Chapter 296-62 WAC); and
- Implementing Agreement between Ecology and WSDOT Concerning Hazardous Waste Management (April 1993).

Hazardous Materials Spills During Construction

- WSDOT will prepare and implement a SPCCP to minimize or avoid effects on human health, soil, surface water and groundwater.

Measures for Traffic and Transportation

- WSDOT will coordinate with local agencies and other projects to prepare and implement a Traffic Management Plan (TMP) prior to making any changes to the traffic flow or lane closures. WSDOT will inform the public, school districts, emergency service providers, and transit agencies of the changes ahead of time through a public information process. Pedestrian and bicycle circulation will be maintained as much as possible during construction.
- Prior to and during construction, WSDOT will implement strategies to manage the demand on transportation infrastructure. These transportation demand management strategies will form an important part of the construction management program and will be aimed at increasing public awareness and participation in HOV travel. The major focus will be on expanding vanpooling and van-share opportunities. Other elements of the transportation demand management plan may include:
 - increased HOV awareness and public information, and
 - work-based support and incentives.

Measures for Visual Quality

- WSDOT will follow the I-405 Urban Design Criteria. Where the local terrain and placement of light poles allow, the WSDOT will reduce light and glare effects by shielding roadway lighting and using downcast lighting so light sources will not be directly visible from residential areas and local streets.
- WSDOT will restore (revegetate) construction areas in phases rather than waiting for the entire project to be completed.

Measures for Neighborhoods, Businesses, Public Services and Utilities

- WSDOT will prepare and implement a transportation management plan (TMP). If local streets must be temporarily closed during construction, WSDOT will provide detour routes clearly marked with signs.
- WSDOT will coordinate with school districts before construction.
- WSDOT will implement and coordinate the TMP with all emergency services prior to any construction activity.
- WSDOT will coordinate with utility providers prior to construction to identify conflicts and resolve the conflicts prior to or during construction. Potential utility conflicts within WSDOT ROW will be relocated at the utility's expense prior to contract award.
- WSDOT will prepare a consolidated utility plan consisting of key elements such as existing locations, potential temporary locations and potential new locations for utilities; sequence and coordinated schedules for utility work; and detailed descriptions of any service disruptions. This plan will be reviewed by and discussed with affected utility providers prior to the start of construction.
- WSDOT will field verify the exact locations and depths of underground utilities prior to construction.
- WSDOT will notify neighborhoods of utility interruptions by providing a scheduled of construction activities in those areas.
- WSDOT will coordinate with utility franchise holders and provide them with project schedules to minimize the effects of utility relocations (for example, equipment procurement times, relocation ahead of construction, etc.)
- WSDOT will notify and coordinate with fire departments for water line relocations that may affect water supply for fire suppression, and establish alternative supply lines prior to any breaks in service; and to ensure that fire departments can handle all calls during construction periods and to alleviate the potential for increased response times.
- WSDOT will notify and coordinate with police departments to implement crime prevention principles and to ensure that they have adequate staffing to provide traffic and pedestrian control.

- WSDOT will maintain access to businesses throughout the construction period through careful planning of construction activities and an awareness of the needs to provide adjacent properties with reasonable access during business hours. As part of construction management, WSDOT will prepare access measures. WSDOT will make provisions for posting appropriate signs to communicate the necessary information to potential customers.
- WSDOT will keep daytime street closures to a minimum to provide access for businesses during regular business hours.

Measures for Cultural Resources

- WSDOT will prepare an Unanticipated Discovery Plan for the project that WSDOT will follow. This will avoid or minimize unanticipated effects to historic, cultural, and archaeological resources.

Project Measures to Avoid or Minimize Effects During Project Operation

The following sections describe the measures that WSDOT will implement during project operation.

Measures for Surface Waters and Water Quality

- WSDOT will follow the Highway Runoff Manual for both the design and implementation of stormwater facilities. WSDOT is not required to manage flow where drainage is directly to Mercer Slough. Where drainage is to a tributary to Mercer Slough, WSDOT will construct a stormwater management system that does provide flow control.

Measures for Fisheries and Aquatic Resources

- WSDOT will compensate for adverse effects to fish habitat and aquatic resources by providing in-kind mitigation. This in-kind mitigation will take the form of on-site, off-site, or a combination of on- and off-site mitigation.
- Off-site mitigation could include planting native riparian vegetation outside of the study area in areas where restoring native riparian buffers may have a greater benefit to fish and aquatic species. Mitigation could be concentrated along streams with high fish use where important stream processes and functions related to riparian buffers (for example, large woody debris [LWD] recruitment levels, litter fall, and bank stabilization) are impaired.
- On-site/off-site mitigation could include installing in-stream habitat features (for example, boulders or LWD) in the streambed downstream of the project footprint to increase the habitat complexity of the affected waterbody.

- Ongoing maintenance (during and post-construction) of stormwater treatment and detention facilities by WSDOT will not include the application of any chemical weed control agents (e.g., herbicides).

Measures for Upland Vegetation and Wildlife

- WSDOT will replace areas of mixed forest that will be permanently removed for roadway construction with plantings of native tree and shrub species within the affected area.

Appendix B

Service Provider Interviews and Sample Questionnaire

Bellevue Community College – 5/19/05

Agency: Bellevue Community College, Adult Education

Representative: Garnet Templin-Imel

Date: 5/19/05

Interviewer: Todd Merkens, I-405 Project Team

1. What service does your organization provide?

The Adult Education group provides basic education to many non-English speakers, especially immigrants who learn not only English but also learn more about life in the US.

2. Who are your constituents?

Most of the students are immigrants, refugees and other citizens who do not have education in English.

3. How do you provide the service?

BCC is a commuter campus and as such most of the students and staff drive in cars. There are some who take the bus. The campus does subsidize bus travel and carpooling.

4. Are there periods of time that are crucial to the services you provide (ie: times during the day or year)?

Classes run year-round, with a larger break in the summer.

5. Do you feel you have a good understanding of the improvements planned on I-405? Do you have any questions about the details of the project improvements, the project schedule, or the upcoming construction?

Mr. Merkens provided a details explanation of the planned improvements along I-405.

6. What are your concerns regarding the project's potential effects on your service(s)?

There likely are no impacts other than transportation to and from the campus.

7. What are your concerns regarding the project's potential effects on the people you serve?

Many of the students work in Bellevue, Issaquah, North Bend, Redmond and Kirkland. For them driving is usually the best way to travel. Impacting their travel times could present difficulties for them to get to and from work, to and from school and travel to other places.

8. What are your concerns regarding the project's potential effects on your staff and/or volunteers?

Many of the staff commute by car to campus. Minimizing the impacts on the roadways will be important.

9. Do you have any suggestions for ways the project could make up for or fix the effects to your services, constituents or staff?

Letting everybody know when construction will impact their travel.

10. Does your organization sponsor any special events or fundraisers that may be affected by the project?

There are always events happening on campus, the biggest may be graduation in June.

11. What languages do the people you serve speak?

Spanish, Chinese, Russian, Vietnamese, Korean.

12. What is the most effective way to continue to involve and inform your organization in the project as it moves forward?

Keeping staff on the newsletter list may be a good start.

13. Are there other organizations that you suggest we speak with or include in the project's outreach activities?

- Hopelink
- Bellevue School District
- Local Churches

Chinese Information and Service Center

Agency: Chinese Information and Service Center (CISC)
Representative: Alaric Bien, Executive Director
Phone: 206-624-5633 x101
Date: 4/27/05
Interviewer: Colleen Gants, Public Information, I-405 Project Team

1. What service does your organization provide?

CISC serves more than 4,500 individuals each year and has 30 full-time staff members who speak 9 dialects of Chinese, Vietnamese, Cambodian, Malay and English. CISC opens doors to community resources by providing cultural orientation, job training, senior day care, English instruction, youth activities and other valuable services enabling families, seniors and youth to positively participate and thrive in our community. With a focus on Chinese and other Asian immigrants, CISC offers very basic services like electrical and school placement to family/intergenerational counseling, computer centers, domestic violence/crime victim assistance, and voting rights.

CISC has operated an office in Chinatown in downtown Seattle for 33 years, and now also operates a smaller suite of services on the Eastside in a small office on NE 8th (Eastside services for seniors is growing fast). Their clients come from King, Pierce, Snohomish and Thurston County.

2. Who are your constituents?

CISC serves Chinese-speaking residents in King County. Many of their constituents are elderly parents living with younger families. With 9 dialects in their repertoire, their scope of services goes way beyond Chinese, but Chinese is the predominant nationality CISC serves. Historically, CISC's focus has been on low income seniors – still around 75% of their clientele is very low income, with 15% being low income.

3. How do you provide the service?

Many people come use the service in the 2 offices – the downtown office offers an international family center that serves immigrants and refugees with English as a Second Language (ESL) classes, play groups, childcare and training. CISC also serves the community through various classes held at 6 different senior centers around the Eastside (North Bellevue, South Bellevue, Kirkland, Redmond, and Issaquah) and the Newport Covenant Church. One of the more popular classes is Wednesday morning Tai Chi, where seniors make new friends. Many times, senior Chinese immigrants feel isolated, especially on the Eastside – their children are working at Microsoft, and they're left to fend for themselves during the day. CISC offers socializing opportunities.

4. Are there periods of time that are crucial to the services you provide (ie: times during the day or year)?

Chinese New Year is a time of great celebration and many activities – this holiday lasts for 15 days in late January/early February.

5. Do you feel you have a good understanding of the improvements planned on I-405? Do you have any questions about the details of the project improvements, the project schedule, or the upcoming construction?

Alaric was familiar with the 405 project. He was not aware of the project specifics but gladly took the overview folio provided. We discussed the projects in Kirkland, Bellevue and Renton, giving a brief verbal project overview. Alaric also asked to be added to the listserve for future project updates that he could translate easily.

6. What are your concerns regarding the project's potential effects on your service(s)?

People will have a harder time getting to their services and will have to plan ahead. Alaric stressed many times the importance of good communication.

7. What are your concerns regarding the project's potential effects on the people you serve?

CISC's clients are usually driven or take the bus to their activities. Sometimes, the seniors get dropped off in the morning for the daycare service, and picked up in the evening, so their children are using I-405 at peak hours to get parents to CISC programs. Often seniors are arranging carpools with their friends' adult children. There's a lot of traffic on 148th; many are traveling to the Seattle programs and taking SR 520. Changes in bus service can be very frustrating, when elderly Chinese bus riders can't read English. The construction in Bellevue has been frustrating, but Alaric's clients understand that something better is coming, so they are patient. Many cannot take stairs or walk very far.

Alaric has been actively supporting the "Ikon Bill," which calls for pictogram traffic signs, so that everyone can understand what they are trying to say.

8. What are your concerns regarding the project's potential effects on your staff and/or volunteers?

Much of Alaric's staff comes from the Eastside (one-third to one-half). For example, Alaric takes the Coal Creek on-ramp to take his kids to school in the morning – it's a bad ramp where people always cut in. Then, he heads over to St. Luke's by taking Bellevue Way, and then it's off to work. In the afternoons, his family coordinates with other Eastside relatives to get the kids to their various activities. Alaric says the worst area is 148th for traffic.

9. Do you have any suggestions for ways the project could make up for or fix the effects to your services, constituents or staff?

Alaric said it would be great to have flyers in Chinese. He would take those around to seniors – he also said he could translate the List serve email newsletter if it was brief. If the number to call is someone who only speaks English (like it is!), then consider having the message say who to call for Chinese translation. Put these flyers on the website. Alaric recommended if we are planning to translate flyers, make sure to use "live bodies" for translation rather than the computer programs – those come out so bad that it's worse than if you did nothing. CISC offers translation services if we are interested.

10. Does your organization sponsor any special events or fundraisers that may be affected by the project?

See question 4 above.

11. What languages do the people you serve speak?

See other questions above that address this.

12. What is the most effective way to continue to involve and inform your organization in the project as it moves forward?

In addition to the flyers mentioned above, Alaric suggested the following avenues for distributing current information/flyers to his clients:

- CISC sends a quarterly newsletter to 2,500 people (mostly donors); a more regular newsletter deals with services, issues, bus service, etc. Alaric recommended the more regular newsletter.
- International grocery stores (Paldo World in the Lake Hills Shopping Center is run by Koreans and carries specialty spices used by many other Asian nationals).
- Churches – Alaric followed up by sending his list of Chinese churches in the area, unfortunately they are all in Chinese except the first two. He suggested calling them all to get their English names.

13. Are there other organizations that you suggest we speak with or include in the project's outreach activities?

N/A

Community Health Centers of King County – Kent Office - 5/10/05

Agency: Community Health Centers of King County – Kent Headquarters
Representative: Diana Olsen, Marketing and PR Manager
Phone: (253) 372-3657
Date: 5/10/05
Interviewer: Rebecca Baker, I-405 Project Team (PRR)

1. What service does your organization provide?

Community Health Centers of King County (CHCKC) is a private, nonprofit community health service organization. For over 30 years, we have served the needs of the uninsured and medically underserved populations in King County, Washington. We still maintain the single vision we started with over 30 years ago - to be the provider of choice in the communities we serve.

2. Who are your constituents?

Low-income, 30 to 40% are Hispanic, non-English speaking. At our Renton clinic, 20% of the population we serve is Asian. At our Kent facility, we serve an increasing number of East African, Somalia. We serve all age groups. Our largest age group is 25 to 34. We serve many kids and families.

3. How do you provide the service?

Medical care.

- Traditional Medicine
- Complementary & Alternative Medicine (Natural Medicine)
- Dentistry
- 6 medical clinics
- 2 clinics provide Complementary & Alternative Medicine (Natural Medicine) services
- 4 dental clinics

4. Are there periods of time that are crucial to the services you provide (ie: times during the day or year)?

We provide services everyday, Monday – Friday, 8am to 5pm daily in general. We are open one late night at each clinic (it rotates) open until 7pm. No weekend care. Our physicians are available on call in the evening and on weekends. It is rare that we provide emergency care. Our goal is to provide preventative care. In the case of an emergency, we would meet a patient at an ER facility the same way other doctor/patient services are provided.

5. Do you feel you have a good understanding of the improvements planned on I-405? Do you have any questions about the details of the project improvements, the project schedule, or the upcoming construction?

Yes as I live in the area as well. Ms. Baker provided Ms. Olsen with a project overview and left project information materials for her review.

6. What are your concerns regarding the project's potential effects on your service(s)?

We are at capacity all the time. We already face scheduling challenges. If traffic congestion slows people down during the day, it will impact our patient's ability to get to appointments on time. This is already a problem. As it is timely appointments are a problem as well as no-shows. The cultures we work with do not all arrive on time. Simply some cultures do not have the same understanding or relationship with time. Congestion will add to this issue.

7. What are your concerns regarding the project's potential effects on the people you serve?

If a person misses an appointment, we can't reschedule for the next day. It will be into the next week. Construction could impede our client's ability to get timely care. If there is an impediment to getting to the clinic, then there is an impediment to getting care. Construction will add one more thing to the mix and our patients are struggling to handle a lot now. The population we work with requires flexibility. As it is, for new appointments, we require them to come 40 minutes early to fill out paperwork and ensure they arrive on time. We may need to increase this time if they are going through an area with construction. We have a language and a culture barrier that we are trying to overcome by explaining how important arriving on time is. We will have to communicate about transportation challenges now as well.

8. What are your concerns regarding the project's potential effects on your staff and/or volunteers?

It will be a challenge for our staff as they travel from our Bothell and Redmond clinic sites to our Kent main office everyday. We also use a courier service two times per day. I am not sure about labs, I think most of our lab work is done here or locally but I will have to check.

9. Do you have any suggestions for ways the project could make up for or fix the effects to your services, constituents or staff?

Nothing other than making sure information is available in multiple languages. You could go directly to the service organizations that service specific ethnic groups.

10. Does your organization sponsor any special events or fundraisers that may be affected by the project?

Yes, we have a Kid's Fair in August. This year it will be the 15, 16 or 17th. We take walk-ins that day, have activities for kids such as the fire department. We provide immunizations, back to school exams and well child check ups. It is a one day event that draws 100-200 kids plus their siblings, parents etc. It is a large event at our Renton location.

11. What languages do the people you serve speak?

Russian, Korean, Spanish, Somali. Have to check on other Asian groups that are served at our Renton clinic.

12. What is the most effective way to continue to involve and inform your organization in the project as it moves forward?

E-mail for sharing with our staff and volunteers. Add Diana Olsen to the list serve.
dolsen@chckc.org

(425) 277-1311

Using Flyers for sharing with our clients. We are hoping to get kiosks or computers in the waiting room which could be a great way to relay information.

We communicate with our clients via pamphlets or over the phone. Having posters in the clinic with alternate routes and translated information would be great.

13. Are there other organizations that you suggest we speak with or include in the project's outreach activities?

There is an African American Community Center in Kent on Central. They have a heritage festival in the fall. There is also a Russian newspaper that we use, my contact is Anna. It is well read. There is also the Spring Wood Apartments at the top of the hill that is almost all occupied by Somali families. There are also Hispanic papers.

Crossroads Community Center – 5/19/05

Agency: Crossroads Community Center
Representative: Vicki Drake
Date: 5/19/05
Interviewer: Todd Merkens, I-405 Project Team

1. What service does your organization provide?

The Crossroads Community Center provides comprehensive services including community recreation services, refugee and legal services, after school drop-in programs, and nightly meals for elderly citizens.

The center closed on June 1, 2005 for a 6-month expansion. They have re-located some services to temporary space in the Crossroads Mall.

2. Who are your constituents?

The entire community, especially children and elderly residents. Many of their clients come from the Crossroads Mall area.

3. How do you provide the service?

The center is open Monday through Saturday, with Sunday's available for private events. During the week the center is open until 8 pm.

4. Are there periods of time that are crucial to the services you provide (ie: times during the day or year)?

The summer is very busy with kids camps. During the holidays, the center has many events such as free holiday meals and gift swaps.

5. Do you feel you have a good understanding of the improvements planned on I-405? Do you have any questions about the details of the project improvements, the project schedule, or the upcoming construction?

Mr. Merkens provided a details explanation of the planned improvements along I-405.

6. What are your concerns regarding the project's potential effects on your service(s)?

Most visitors to the center walk from home so transportation to the center for clients will likely not be impacted by the improvements.

7. What are your concerns regarding the project's potential effects on the people you serve?

It is hard to say how visitors to the center may be impacted, since it may depend on how they get around to work and other places.

8. What are your concerns regarding the project’s potential effects on your staff and/or volunteers?

The staff who work at the center live up and down I-405. It seems likely that many of them will be impacted at least by the construction.

9. Do you have any suggestions for ways the project could make up for or fix the effects to your services, constituents or staff?

Keeping the staff informed and providing information for display will both be helpful.

10. Does your organization sponsor any special events or fundraisers that may be affected by the project?

Not at this time.

11. What languages do the people you serve speak?

The center serves over 60 foreign languages! The most popular languages are Spanish, Russian, Vietnamese and Chinese.

12. What is the most effective way to continue to involve and inform your organization in the project as it moves forward?

Think about also displaying information at the mini-city hall in the Crossroads Mall.

13. Are there other organizations that you suggest we speak with or include in the project’s outreach activities?

- Youth Eastside Services
- Salvation Army
- Catholic Community Services

Eastgate Public Health Center, Bellevue: Seattle & King County Public Health

Agency: Public Health
Representative: Sherman Lohn, Health Services Administrator
Phone: 206-205-8995
Date: 5/25/05
Interviewer: Rebecca Baker, I-405 Project Team (PRR)

1. What service does your organization provide?

We provide primary care medical service, maternal infant care (WIC) here and in-home, family planning, dentistry and immunization.

Also from this location we address environmental health, i.e. county sewage issues, water quality, plumbing inspection throughout King County.

We issue death certificates for the eastside.

Lastly we are a drop-off site for dead birds checking for West Nile Virus. We are one of four sites on the eastside. We collect birds between May and October.

2. Who are your constituents?

Our constituents are low income residents from North, East and South King County. We are a safety net provider for people who can't find services elsewhere.

There are two providers on the eastside that provide primary care, ourselves and another in center in Redmond.

3. How do you provide the service?

Medical care, dental care, WIC (Women and Infant Care), an Obstetrician (OB) program for those linked to University Medical Center (usually high risk). We are also affiliated with the midwifery program through UW and provide midwifery care. We have nurses that go out to provide WIC care in all of Mercer Island, Medina, New Castle, unincorporated Renton, Bellevue, Duvall, Snoqualmie and North Bend as well as all areas east of Bellevue within King County.

4. Are there periods of time that are crucial to the services you provide (ie: times during the day or year)?

We provide services Monday-Friday 7:45 am to 6:30 pm. Our traveling nurses provide care up until 7 pm. We do not offer services on the weekend except once a year for a health fair in August on a weekend day.

5. Do you feel you have a good understanding of the improvements planned on I-405? Do you have any questions about the details of the project improvements, the project schedule, or the upcoming construction?

I am not familiar with the project as I have only been working here for four months. I live in Seattle. Ms. Baker gave Mr. Lohn an overview of the project highlighting near term Nickel projects in Renton, Bellevue, and Kirkland. Progress Report folio was delivered following the interview.

6. What are your concerns regarding the project's potential effects on your service(s)?

Patients come from East King County, crossroads area to the east and south but not many from the north. Most clients come from Renton, to the south or east of Bellevue. We provide primary care which our other locations do not. Many drive here or take the bus since we are located next to the I-90 Eastgate Park and Ride.

7. What are your concerns regarding the project's potential effects on the people you serve?

I am less concerned about our patients as they will get here, they find a way. They may not be able to get here on time which is a problem as we are often busy and being late may require rescheduling for another day. We need to be able to get good information out there so that people can anticipate congestion issues.

8. What are your concerns regarding the project's potential effects on your staff and/or volunteers?

Lots of our staff uses Interstate 405 as they come from Federal Way, Seatac, Kent and Seattle. I am concerned about our staff's ability to get to work, or arriving late or simply having a hard time getting here. Our service depends on them.

9. Do you have any suggestions for ways the project could make up for or fix the effects to your services, constituents or staff?

The project can get information out on a timely basis so that our staff and patients are aware of potential road congestion, alternative routes, etc. and translated into Spanish and Russian at the very least.

10. Does your organization sponsor any special events or fundraisers that may be affected by the project?

We have a yearly health fair for the back to school season. This year it is on Saturday, August 20th and it will be an all day event where we provide well child checks, immunizations, and sports physicals. This could be an opportunity to get information out to families who only come at that time.

11. What languages do the people you serve speak?

Russian and Spanish are the two most popular languages. Our website and other materials are translated into these languages. 48% of the people we serve do not speak English. Of those, 80% speak Spanish. Russian and Vietnamese are the next two main language groups we serve. There are over 30 language groups that we see on a yearly basis. Other languages include Mandarin, Hindu, Korean, Portuguese, and Farsi. We use interpreters to translate

materials and provide medical care services. KC also has agency information and forms translated. We have on-site interpreters.

12. What is the most effective way to continue to involve and inform your organization in the project as it moves forward?

There is no need for a person to come out here again. If you can send information to:

Sherman Lohn

Sherman.lohn@metrokc.gov

(206) 205-8995

14350 SE Eastgate Way

Bellevue, WA 98007

He will forward it to on site staff. We also have monthly staff meetings where Sherman can disseminate information. It would be ideal to have literature to hand out to patients or simply have available in the waiting rooms. Having signage and flyers translated would be ideal. Posters would be great as they would draw attention. Alternative route maps to hand out would be nice. We have to hand out the information since we have privacy issues to deal with.

13. Are there other organizations that you suggest we speak with or include in the project's outreach activities?

Community Health Centers of King County (425) 277-1311 will list smaller providers in the Renton and other outlying eastside areas. In the south area of King County, there are lots of small providers. Hopelink, Redmond Community Clinic. We also have a clinic location in Renton where we provide Family Planning, Dental and WIC. We have another clinic location in Kent where we provide teen primary care, WIC, and family planning.

East King County Catholic Community Services

Agency: East King County Catholic Community Services

Representative:

Date: 6/8/2005

Interviewer: Todd Merkens, I-405 Project Team

Presentation and Discussion:

Todd Merkens visited a recent staff meeting for the East King County Catholic Community Services. At the staff meeting Mr. Merkens discussed the planning process to date for the I-405 program, funding that the program has received and detailed the planned improvements along I-405. He also talked about the importance of involving underrepresented groups and keeping them informed throughout the planning and construction phases.

Mr. Merkens held a brief question and answer session with the Community Services staff. Concerns that were raised, besides timing of construction and paying for the increased taxes to fund the improvements, focused on construction delays. One staff member noted that her commute into downtown Bellevue during the construction of the recently completed project there had increased by about 10 minutes. After the project, however, her commute reduced by about 10 minutes from prior to the construction.

The other primary concern raised by staff was mitigation for construction delays. They noted the importance of bus transportation to many of their clients and the frequent disruptions to bus services from construction projects. Mr. Merkens noted that a Transportation Demand Management (TDM) effort was an important part of the I-405 Corridor Program. Access to TDM efforts by those with lower incomes were raised as a big concern.

Eastside Human Services Forum – 5/23/05

Agency: Eastside Human Services Forum
Representative: Carrie Hite
Date: 5/23/05
Interviewer: Todd Merkens, I-405 Project Team

1. What service does your organization provide?

The Eastside Human Services Forum has the goal of creating a seamless network of culturally competent services including advocacy and partnership building and services coordination. It was started in reaction to a shooting in Bellevue to ensure minority and underrepresented populations had a forum through which they could work together and to make a connection to the community.

2. Who are your constituents?

Immigrants and refugees living in the Eastside of King County.

3. How do you provide the service?

The Eastside Human Services Forum is a partnership and coalition of 30 agencies who provide services to immigrants, refugees and other underrepresented populations. The forum has quarterly meetings that bring representatives of these agencies together and also developed and updates a resource guide in several languages that highlights these and other services available in the community.

4. Are there periods of time that are crucial to the services you provide (ie: times during the day or year)?

It depends on which of the specific agency.

5. Do you feel you have a good understanding of the improvements planned on I-405? Do you have any questions about the details of the project improvements, the project schedule, or the upcoming construction?

Mr. Merkens provided a details explanation of the planned improvements along I-405.

6. What are your concerns regarding the project's potential effects on your service(s)?

Delivering their services may not be impacted directly, what is likely more a concern is the impact on the clients.

7. What are your concerns regarding the project's potential effects on the people you serve?

Most of the clients of the services involved in the Eastside Human Services Forum rely heavily on public transportation. As it is already, there isn't a lot of bus service throughout the Eastside, so what is available is very important. Also, maintaining access into Seattle is important as there are many services used by Eastside residents in Seattle itself.

8. What are your concerns regarding the project's potential effects on your staff and/or volunteers?

Maintaining basic transportation access is important to the entire community including the staff and volunteers for the many service organizations that participant in the forum.

9. Do you have any suggestions for ways the project could make up for or fix the effects to your services, constituents or staff?

Keeping both forum participants and client informed and in the loop is important, especially in regards to access during construction.

10. Does your organization sponsor any special events or fundraisers that may be affected by the project?

Not at this time.

11. What languages do the people you serve speak?

The primary languages are Spanish, Vietnamese, Russian/Ukrainian, and then Korean or Chinese.

12. What is the most effective way to continue to involve and inform your organization in the project as it moves forward?

Keep Carrie on the newsletter list and make a presentation to the forum in the fall of 2005.

13. Are there other organizations that you suggest we speak with or include in the project's outreach activities?

Doing publicity in the El Mundo Spanish newspaper is important and also working with the Latino Leadership Forum may be another group (many of these also participant in the Eastside Services Forum.

Family Resource Center Association

Agency: Family Resource Center Association

Representative:

Date: 6/14/05

Interviewer: Todd Merkens, I-405 Project Team

Presentation and Discussion:

Todd Merkens visited a recent staff meeting for the Family Resource Center Association in Redmond. At the staff meeting Mr. Merkens discussed the planning process to date for the I-405 program, funding that the program has received and detailed the planned improvements along I-405. He also talked about the importance of involving underrepresented groups and keeping them informed throughout the planning and construction phases.

Mr. Merkens held a brief question and answer session with the Association staff. The largest concern raised was making sure there was cooperation with local public transit agencies during periods of construction along I-405. This is essential because many of their clients rely on public transportation and when construction interferes or delays public transit travel; their clients are often adversely impacted. Many of those present had witnessed difficulties with this coordination in the past.

The staff also were very concerned about making sure they were kept abreast of what was happening along I-405 and any changes along the way, especially getting advance notice. Informing both staff and clients well in advance of the beginning of construction would allow them to plan ahead.

Mr. Merkens and the staff from the meeting agreed that providing written information would be valuable. They are currently re-evaluating distribution of information and will touch base at a later date with the I-405 team to consider displaying information about the upcoming improvements along the corridor.

Family Services – South King County

Agency: Family Services – South King County
Representative: Cindy Hanson, Office Manager
Phone: 425-226-1253
Date: 5/3/05
Interviewer: Rebecca Baker, I-405 Project Team (PRR)

1. What service does your organization provide?

Family Services is a non-profit 501(c)(3) organization and a United Way agency that provides mental health services, 50 minute counseling sessions with licensed psychotherapists. Since 1892, Family Services has offered a range of services that strengthen families and create a safer community (New Parenting Support Groups (Listening Mothers, Beyond the Baby Blues), Multi-cultural Counseling Services (located in West Seattle and Northgate) such as individual counseling, trainings etc. The Seattle office provides family stabilization services (Morning song childcare, Baby Boutique supplies, Transitional Assistance, Project Permanency allows homeless to transition in place, Resident Choices to serve those at risk for losing housing).

Family Services has a branch in Redmond and Bellevue as well.

Redmond- Lynda St. Ledger (sp?) (425) 869-6687

Bellevue-Cindy Torenson (sp?) (425) 453-7890

2. Who are your constituents?

The general public, employees from the City of Seattle, Microsoft etc. (who ever contracts with us to provide the benefit to their employees.) We offer services on a sliding scale to anyone. We can retain interpreters if needed. We try to accommodate people where ever it is easiest for them to reach us. We serve those with physical and mental disabilities. Those in wheelchair, deaf and needing sign language interpretation etc.

3. How do you provide the service?

Main office is downtown but we have satellite locations around the county. Our Renton office currently has 5 employees but we are currently hiring.

4. Are there periods of time that are crucial to the services you provide (ie: times during the day or year)?

During the day (Monday through Friday) sessions start at 8:00 am and we schedule up to 8 pm in the evening. There are no services on weekends at the Renton location.

We are busier around the holidays as well as January and February as this is a time when employee's benefits kick in.

5. Do you feel you have a good understanding of the improvements planned on I-405? Do you have any questions about the details of the project improvements, the project schedule, or the upcoming construction?

Ms. Hanson was familiar with the 405 project. She has gotten notices in the mail about public forums, has seen the signs “It’s Your Nickel” etc. She was not aware of the project specifics but gladly took the overview folio provided. Ms. Baker provided her with project information materials and gave a brief verbal project overview. She also asked to be added to the listserve for future project updates as well as the branch manager.

Cindy Hanson

Office Manager

Family Services

451 SW 10th Street, Suite 215

Renton, WA 98055

chanson@family-services.org

Judith Burr-Chellin, LMHC

Branch Director

Family Services

451 SW 10th Street, Suite 215

Renton, WA 98055

Jburr-chellin@family-services.org

6. What are your concerns regarding the project’s potential effects on your service(s)?

Our clients are already affected by traffic delays. If there is an accident or congestion, it impacts their ability to arrive on time for appointments. Once the project is done, hopefully this will improve. We would be concerned if traffic congestion was a lot worse without proper notice. We can make people aware that they will need to plan additional travel time if given information in advance.

7. What are your concerns regarding the project’s potential effects on the people you serve?

Any further impacts to the reliability of the transportation systems, especially bus and personal auto travel, will be a concern for clients. Added stress and level of frustration for our clients is an issue as they are already stressed to be seeking services. Many clients drive their own car or take buses and some use Hopelink transportation.

8. What are your concerns regarding the project’s potential effects on your staff and/or volunteers?

Being late for appointments is the main concern as we could keep clients waiting. Once again, this is already an issue as the system isn’t reliable. Advance notice of additional congestion would help us communicate with staff and encourage them to provide additional travel time.

9. Do you have any suggestions for ways the project could make up for or fix the effects to your services, constituents or staff?

It would be great to be able to post something in our waiting room for clients to read. It could let them know what is happening, where and when as well as alternative routes in the area. Many come from out of the area a ways and they may not know how to travel in this area on local arterials rather than 405. Having accompanying handouts with alternative route maps would be great. Also translated versions.

10. Does your organization sponsor any special events or fundraisers that may be affected by the project?

There is a major fundraising event but it occurs in downtown Seattle. Our clients do not attend. This occurs in April or May.

11. What languages do the people you serve speak?

The most common non-English language request is for Spanish at this location, can't speak for the others.

12. What is the most effective way to continue to involve and inform your organization in the project as it moves forward?

E-mail the office manager and the Branch director (see above). We have a weekly staff meeting where this information can be shared with staff. Communication with clients is only between the therapist and the client due to confidentiality requirements. This is why passive information available to those in the waiting room would work well. It is not likely that the therapist would discuss the project or even remember to encourage them to leave additional travel time etc.

13. Are there other organizations that you suggest we speak with or include in the project's outreach activities?

Hopelink and our other eastside branches (see above)

<http://www.hope-link.org/takeaction/about>

Hopelink

Agency: Hopelink

Representative:

Date: 5/23/05

Interviewer: Todd Merkens, I-405 Project Team

Presentation and Discussion:

Todd Merkens presented to several staff at the main Hopelink offices in Redmond, including Hopelink Transportation staff. At the meeting Mr. Merkens discussed the planning process to date for the I-405 program, funding that the program has received and detailed the planned improvements along I-405. He also talked about the importance of involving underrepresented groups and keeping them informed throughout the planning and construction phases.

Mr. Merkens held a brief question and answer session with Hopelink staff. Concerns that were raised, besides timing of construction and paying for the increased taxes to fund the improvements, focused on construction delays. Hopelink runs several services throughout King County that depend of the freeway system to transport underrepresented populations. Hopelink staff noted the importance to coordination between the I-405 project and Hopelink staff to ensure they could adjust their services and information their clients when necessary.

Hopelink staff also raised the concern of impacts to local streets, since those are also important in offering their services. Another issue was coordination with the bus systems. Several staff noted in the past, bus services were not well coordinated with and this had presented difficulties to their clients and staff.

Jewish Family Services – 5/17/05

Agency: Jewish Family Services
Representative: Sarah Johnson, Operations Assistant
Date: 5/17/05
Interviewer: Rebecca Baker, I-405 Project Team

1. What service does your organization provide?

Jewish Family Service of Seattle began in 1892 with the sole purpose of absorbing eastern European and Sephardic Jewish refugees. The mission has expanded and includes a number of services for the general public. Programs include: Seniors program, Big Pals, Morris Polack Food Bank, Seattle Association for Jews with Disabilities, youth volunteers, Mitzvah Projects, Jewish Holiday Gift Baskets, Resettlement Program, Food Back Centerpiece Project, Multi-ethnic center in Bellevue.

Of note: Morris Polack Food Bank is offered out of the Seattle location on Capitol Hill three days per week. Generally it is used one time a month and services those in 98121, 98122, 98101 zip codes. Current address identification is required.

Resettlement Program provides ESL tutors needed for refugees and immigrants, they also visit families at home in Seattle or Bellevue. They offer citizenship classes, employment counseling,

Multi-Ethnic Centers in Bellevue crossroads area and Kent have a front desk with volunteers who answer phones and have office staff to assist.

JFS Multi-Ethnic Service Center - Bellevue

15821 NE 8th Street, Suite 210

Bellevue, WA 98008

(425) 643-2221

JFS Multi-Ethnic Service Center - Kent

1215 Central Avenue South, Suite 131

Kent, WA 98032

(253) 850-4065

2. Who are your constituents?

Seattle low income residents, Seattle Jewish persons with disabilities, eastside refugees from Southeast Asia, Eastern Europe, Hispanic countries and east Africa. We serve a large Russian population. Those in need of social services range in age from seniors to children representing a range of ethnic diversity.

3. How do you provide the service?

Counseling, Food bank, Employment assistance, Housing assistance, resettlement assistance (connecting into community services and resources, ESL, field trips for singles and kids, Jewish camp and scholarships.

4. Are there periods of time that are crucial to the services you provide (ie: times during the day or year)?

Normal business hours, during holiday seasons we hold evening services. In summer, we have weekend summer camps and field trips. Tuesday afternoons in Bellevue and in the evening there are groups that meet, classes or counseling session.

5. Do you feel you have a good understanding of the improvements planned on I-405? Do you have any questions about the details of the project improvements, the project schedule, or the upcoming construction?

Aware of the project but not the details. Ms. Baker gave an overview of the project and provided the project progress report folio handout.

6. What are your concerns regarding the project's potential effects on your service(s)?

None at this time.

7. What are your concerns regarding the project's potential effects on the people you serve?

No. Normal traffic congestion occurs in these areas now. Russian speakers or translated material to understand what is going on.

8. What are your concerns regarding the project's potential effects on your staff and/or volunteers?

None at this time.

9. Do you have any suggestions for ways the project could make up for or fix the effects to your services, constituents or staff?

No. Translated information. Perhaps having a link to the project's website from www.jfsseattle.org

10. Does your organization sponsor any special events or fundraisers that may be affected by the project?

None at this time.

11. What languages do the people you serve speak?

Russians, Hung, African speakers, mainly East African

12. What is the most effective way to continue to involve and inform your organization in the project as it moves forward?

E-mail and add us to your list serve: keara@jfsseattle.org. We could also display pamphlets in English and Russian. You could provide us with maps highlighting alternative routes or bus services so we can provide this information to those we serve prior to appointments or holiday celebrations.

13. Are there other organizations that you suggest we speak with or include in the project's outreach activities?

None at this time.

King County Housing Authority

Agency: King County Housing Authority
Representative: Jeb Best, Richard Price,
Date: 4/29/05
Interviewer: Colleen Gants, I-405 Project Team

1. What service does your organization provide?

The King County Housing Authority (KCHA) owns and manages 5,000 public housing units. They also provide rental assistance and federal Section 8 housing subsidies.

2. Who are your constituents?

In Section 8 housing alone, there are

3. How do you provide the service?

The King County Housing Authority owns and management properties, but they also provide asset management and purchase agreements to help keep rents down. They have about 50 employees working on Section 8 housing, with about 300 employees in total in all of KCHA.

4. Are there periods of time that are crucial to the services you provide (ie: times during the day or year)?

Their services are in demand all year long.

5. Do you feel you have a good understanding of the improvements planned on I-405? Do you have any questions about the details of the project improvements, the project schedule, or the upcoming construction?

Ms. Gants provided a details explanation of the planned improvements along I-405.

6. What are your concerns regarding the project's potential effects on your service(s)?

The biggest concerns are commute times and missing appointments for staff and residents.

7. What are your concerns regarding the project's potential effects on the people you serve?

The same at number (6).

8. What are your concerns regarding the project's potential effects on your staff and/or volunteers?

The same at number (6).

9. Do you have any suggestions for ways the project could make up for or fix the effects to your services, constituents or staff?

They thought avoiding I-405 would be best. They have also explored having flexible work hours for staff. Maintaining communications is important. Options could include distributing information as tenants pay their monthly rents.

10. Does your organization sponsor any special events or fundraisers that may be affected by the project?

Not at this time.

11. What languages do the people you serve speak?

Russian, Ukrainian, Somali, Vietnamese, Cambodian and Spanish.

12. What is the most effective way to continue to involve and inform your organization in the project as it moves forward?

Keeping staff informed.

13. Are there other organizations that you suggest we speak with or include in the project's outreach activities?

Renton Housing Authority, Seattle Housing Authority.

Ukrainian Community Center – Renton 6/14/05

Agency: Ukrainian Community Center
Representative: Andrew Kritovich
Phone: 425-430-8229
Date: 6/14/05
Interviewer: Todd Merkens, I-405 Project Team

1. What service does your organization provide?

The Ukrainian Community Center offers support services, mostly immigration and naturalization assistance. Additional services include medical social work and other counseling.

2. Who are your constituents?

Their constituents are mostly refugees from Ukraine who live around King County, but also those from both Snohomish and Pierce Counties. The center currently has about 3,000 people they are working with for direct services.

3. How do you provide the service?

The center itself is located in Renton and their four staff work out of this office to provide services. They also work closely with local schools to help provide assistance to families with currently enrolled children. Additionally, the center works with many location stores that specialize in Ukrainian foods.

4. Are there periods of time that are crucial to the services you provide (ie: times during the day or year)?

Their services tend to fluctuate throughout the year, and it depends on many concerns.

5. Do you feel you have a good understanding of the improvements planned on I-405? Do you have any questions about the details of the project improvements, the project schedule, or the upcoming construction?

Mr. Kritovich did not have a good understanding of the projects, but Mr. Merkens was able to provide him with information and a quick briefing on the previous planning process and the upcoming improvements.

6. What are your concerns regarding the project's potential effects on your service(s)?

The biggest concern for Mr. Kritovich is the ability to continue to drive I-405 so that there is no impact to freeway service during construction.

7. What are your concerns regarding the project's potential effects on the people you serve?

Of the people served by the center, their use of transportation facilities depends on their age. For those younger people, they mostly drive. The older clients tend to rely more on public transportation. The latter is especially important as it relates to I-405 during construction because many of the elderly people travel to Bellevue by bus for medical appointments.

8. What are your concerns regarding the project's potential effects on your staff and/or volunteers?

The same as already mentioned; maintaining traffic flow during construction.

9. Do you have any suggestions for ways the project could make up for or fix the effects to your services, constituents or staff?

See above (minimize construction impacts).

10. Does your organization sponsor any special events or fundraisers that may be affected by the project?

None.

11. What languages do the people you serve speak?

Ukrainian and Russian are the most common. Occasionally they serve people who speak other languages, but not many.

12. What is the most effective way to continue to involve and inform your organization in the project as it moves forward?

The best way to involve the center moving forward is to include them on the email newsletter list and to provide them with either Ukrainian or Russian language materials. It would be ideal to have materials that are simple, with dates that show when improvements are happening.

13. Are there other organizations that you suggest we speak with or include in the project's outreach activities?

None.

World Impact Food Bank

Agency: World Impact Food Bank

Representative:

Phone:

Date: 6/15/05

Interviewer: Todd Merkens, I-405 Project Team

Situation: The World Impact Food Bank is located on Richards road in South Bellevue. The food bank serves client families from around the eastside, primarily those who either live or work in the Bellevue area. Each week the food bank is open for three different sessions (Monday, Wednesday, and Friday). For all but a few clients, English was not a first language. The languages/cultures represented included Vietnamese, Spanish, and Russian.

The Scene: The World Impact Food bank operates in facilities behind the Bellevue Foursquare Church. Clients wait outside the actual food bank and are let in one at a time, with a maximum of 4 clients in the food bank at any time. The contact between I-405 Project team and food bank clients took place on the front porch entrance to the Food Bank where clients were waiting their turn.

Engagement: Each food bank client was greeted by project staff who introduced themselves and the project. Translated (Spanish, Russian, and Chinese) informational handouts were offered to and taken by all clients; many took more than one copy to share with family, neighbors and friends. Communication with some food bank clients was difficult because of language barriers. One project team member who staffed the event was a native Spanish speaker and was able to talk effectively with the Spanish speaking clients. Questions were asked including whether they use I-405, whether they live close to the freeway, what mode they use for transportation and where they typically traveled to and from.

Engagement Reactions: Most people were surprised to find transportation staff at a food bank. After talking with project staff the clients were pleased project staff were visiting them. Everybody seemed generally interested. Most of the clients traveled by car, so for them concerns about both arterial and freeway congestion were important.

Project Reactions: Although many of the food bank clients did not use I-405 regularly, most seemed interested that improvements were planned for I-405 citing the terrible traffic they often encountered. Several of the food bank clients did use I-405 had long daily trips, including between Kent and Bellevue and between Woodinville and Bellevue. For those making longer trips the concern of construction delays was mentioned, but they were also happy to hear that something would be done to solve congestion problems. A few seemed concerned about the cost of the improvements and paying for them through the gas tax.

Other Comments, Concerns and Observations: Where staff were able to have more detailed conversations, general concerns related to local arterials and transportation facilities were mentioned by food bank clients.

Category Comments: These are written as closely as possible to the actual comment. It was not possible to record all comments.

Concerns: This is good news, and bad news (because of the increased taxes). Traffic will get worse during construction, but it will be better afterwards. Will there be other routes to travel during construction?

General Comments: SR 520 is dangerous (from risk of bridge failure). Improvements in Kirkland may help a little bit. Carpooling is the only way to get around traffic because now it is so bad.

Youth Eastside Services – 6/3/05

Agency: Youth Eastside Services
Representative: Marian Tillman
Date: 6/3/05
Interviewer: Todd Merkens, I-405 Project Team

1. What service does your organization provide?

Youth Eastside Services provides counseling services for children and families, especially in regards to both substance and alcohol concerns.

2. Who are your constituents?

Clients for their services are families and children, mostly those with lower incomes or from minority groups.

3. How do you provide the service?

Youth Eastside Services has their own offices but they also work closely with local schools in both the Bellevue and Lake Washington School districts and partner with the South Bellevue Community Center. They have about 70 in-house staff and about 30 who work in the schools and frequently travel to the main offices for meetings.

4. Are there periods of time that are crucial to the services you provide (i.e.,: times during the day or year)?

The summer for them is generally more quiet and it becomes more busy near the beginning of school and during the holidays.

5. Do you feel you have a good understanding of the improvements planned on I-405? Do you have any questions about the details of the project improvements, the project schedule, or the upcoming construction?

Mr. Merkens provided a details explanation of the planned improvements along I-405.

6. What are your concerns regarding the project's potential effects on your service(s)?

It seemed to Ms. Tillman that everybody would be impacted by the planned improvements, but that most of their clients only travel from local neighborhoods so transportation impacts may likely be minimal.

7. What are your concerns regarding the project's potential effects on the people you serve?

Any impacts to transportation may have impacts on their clients, especially those who rely on bus services.

8. What are your concerns regarding the project's potential effects on your staff and/or volunteers?

They have several staff who live in Seattle and a few who travel South on I-405 to commute to their offices, and all of them travel by car. Impacts to I-405 will likely make their commutes more difficult.

9. Do you have any suggestions for ways the project could make up for or fix the effects to your services, constituents or staff?

Keeping information flowing to them is likely the best way for them to be prepared at this point such as providing multi-lingual information to leave in their main lobby.

10. Does your organization sponsor any special events or fundraisers that may be affected by the project?

They have a fundraiser at the Meydenbauer Center in Bellevue in October.

11. What languages do the people you serve speak?

Most of the languages they work with besides English are Spanish, Russian and Vietnamese.

12. What is the most effective way to continue to involve and inform your organization in the project as it moves forward?

Sending along information and including them on project mailings will be a great start to keep their organization informed.

13. Are there other organizations that you suggest we speak with or include in the project's outreach activities?

Bellevue Boys and Girls Club.

I-405 Questionnaire for Agencies Serving Environmental Justice Populations

Agency:

Interviewee:

Date:

Interviewers:

1. What service does your organization provide?
2. Who are your clients (who receives your services)?
3. How do you provide the service?
4. Are there periods of time that are crucial to the services you provide (i.e., times during the day or year)?
5. Do you feel you have a good understanding of the improvements planned on I-405? Do you have any questions about the details of the project improvements, the project schedule, or the upcoming construction?
6. What are your concerns regarding the project's potential effects on your service(s)?
7. What are your concerns regarding the project's potential effects on the people you serve?
8. What are your concerns regarding the project's potential effects on your staff and/or volunteers?
9. Do you have any suggestions for ways the project could make up for or fix the effects to your services, clients, or staff?
10. Does your organization sponsor any special events or fundraisers that may be affected by the project?
11. What languages do the people you serve speak? How many have limited English proficiency? Should written materials be translated or interpreters provided at public meetings?
12. What is the most effective way to continue to involve and inform your organization in the project as it moves forward?
 - a. How do you communicate with your clients? Do you have a newsletter, kiosk, or meetings that we could be part of?
 - b. Do you prefer to forward I-405 project information to your clients yourself?
13. Are there other organizations that you suggest we speak with or include in the project's outreach activities?

Thank you.

Appendix C

Public Schools in the Study Area

Exhibit C-1
Public Schools in the Study Area

	Bellevue High School	Woodridge Elementary
Total Students		
White	993 77%	284 73%
Black	33 3%	10 3%
Asian	236 18%	74 19%
American Indian/Alaska	2 0%	2 1%
Hispanic	33 3%	17 4%
Low-income¹	81 6%	62 16%
<i>Note: ¹Low-income is represented by students eligible for the free or reduced-price lunch program.</i> <i>Source: National Center for Education Statistics (2002)</i>		

